

1825

The

1897

Sailors' Magazine



and

SEAMEN'S

FRIEND

AMERICAN SEAMEN'S FRIEND SOCIETY.

76 WALL ST. NEW YORK.

VOL. LXIX.
No. 7.

JULY, 1897.

Whole No.
827.

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THE SOCIETY'S PERIODICALS.

THE SAILORS' MAGAZINE AND SEAMEN'S FRIEND, a monthly publication of thirty-two pages, contains the proceedings of the AMERICAN SEAMEN'S FRIEND SOCIETY, and its Branches and Auxiliaries, with notices of the labors of local independent Societies in behalf of seamen, its aim being to present a general view of the history, nature, progress and wants of the SEAMEN'S CAUSE, and commend it to the sympathies, the prayers and the benefactions of the community.

THE MAGAZINE is sent to single subscribers for ONE DOLLAR a year, payable in advance.

Persons ordering a change in the direction of the MAGAZINE should always give both the old and new address, in full

THE SEAMEN'S FRIEND is issued, annually, as a four page tract adapted to seamen, and gratuitously distributed among them. It is furnished to Auxiliary Societies for this use, at the rate of ONE DOLLAR per hundred.

THE LIFE BOAT, an eight-page paper, published monthly, will contain brief tales, anecdotes, incidents, &c., and facts, mainly relating to the work of the LOAN LIBRARIES issued by the Society. Any Sabbath-School contributing to the Society \$20 for a LOAN LIBRARY may receive fifty copies, gratis, for one year, with postage prepaid.

Provided a request is sent, annually, for the SAILORS' MAGAZINE, it will be forwarded gratuitously to Life Directors, Life Members and pastors of churches in which a yearly collection is taken for the Society.

It will also, *upon application*, be sent for one year to any one contributing at least Twenty Dollars for the general objects of the Society, or to endow a Loan Library.

It is necessary that all receivers of the MAGAZINE, *gratuitously*, should give *annual* notices of their desire for its continuance.

REMITTANCES.

Remittances for the AMERICAN SEAMEN'S FRIEND SOCIETY, in payment of subscriptions to the SAILORS' MAGAZINE, or for any other purpose, should be sent to No. 76 Wall Street, New York City, by P. O. Money Order, or check, or draft on New York, to the order of WILLIAM C. STURGES, Treasurer, or money may be enclosed in a registered letter. Postmasters are now obliged to register letters at ten cents each, when requested. If acknowledgments of remittances are not received by return mail, the Treasurer should be notified at once.

LIFE MEMBERS AND DIRECTORS.

The payment of Five Dollars makes an ANNUAL MEMBER of the Society, and of Thirty Dollars at one time, a LIFE MEMBER. The payment of One Hundred Dollars at one time makes a LIFE DIRECTOR.

FORM OF A BEQUEST.

"I give and bequeath to the AMERICAN SEAMEN'S FRIEND SOCIETY, incorporated by the Legislature of New York, in the year 1833, the sum of—, to be applied to the charitable uses and purposes of the said Society."

Three witnesses should certify at the end of the will, over their signatures, to the following formalities, which, in the formation of the will, should be strictly observed:—

1st. That the testator subscribed (or acknowledged the subscription of) the will in their presence.—2nd. That he, at the same time, declared to them that it was his last will and testament.—3rd. That they, the witnesses, then and there, in his presence, and at his request, and in presence of each other, signed their names thereto, as witnesses.

SAILORS' THE MAGAZINE



AND SEAMEN'S FRIEND

Vol. 69,

JULY, 1897.

No. 7.

IN THE FISHING PORT.

Down by the sea-wall going,
 Where the barelegged babies play,
 Where the tides are always flowing,
 And the dories rock all day,
 Over the edge of the breaker,
 Far out across the bay,
 White acre after acre
 You see the foam-wreaths play.
 White as the foam-wreaths flying
 Between the blue and the blue,
 The sails of the ships are lying
 Smitten by sunshine through,
 Till the darkness falls and the shadows
 Slip on from sky to sky,
 And over the dim sea-meadows
 The winds begin to sigh.
 And the stars in their shrouds of sorrow
 Drown slowly spark by spark,
 While the shattering surges borrow
 Their glimmer of ghostly cark,

And the brow of the storm's pale anger
 Leans up the sea, and hark,
 What voices and cries and clangor
 Leap out of the deep and the dark!

Then with heavenly soft erasure
 Of all the ruin and wrack,
 The morning with rose and with azure
 Sweeps over the tempest track,
 And, the glass by wan hands lifted
 From house-top and window crack,
 The wild of the wave is sifted
 For the sail that comes not back.

For the wife forsakes her pillow
 For the phantom that shoreward creeps,
 And the lad feels the call of the billow
 Cry to him while he sleeps,
 A part of the mighty tillage
 That death the deathless reaps,
 The heart of the fishing village
 Beats out on the sunlit deeps.

HARRIET PRESCOTT SPOFFORD, *in Harper's Weekly.*

THE UNSEEN SHIPS.

Through seas more vast than those of earth,
 Blown straight by heavenly wind,
 They sail with freight of priceless worth,
 These merchantmen of mind!

In alien zones, through sun and cloud,
With varied cargoes fraught,
What intercourse and traffic crowd
The argosies of thought!

Oh happy they who walk the strand
Whereon those billows roll,
Whose ports, by right divine, command
The commerce of the soul!

CLARENCE URMY, in *The Outlook*.

EDITORIAL PARAGRAPHS.

ON May 16 the Secretary preached in the Naval Academy at Annapolis, and made the annual presentation of Bibles and other books to the graduating class. Out of a class of forty-seven, forty-one chose the Bible. The chaplain, Dr. H. H. CLARK, wrote afterwards to the Secretary "the cadets are delighted with the Bibles." "The Lucky Bag" is an annual publication of the graduating class, containing principally their reminiscences, grave and gay, of college life. The handsome volume for this year has for its frontispiece a fine likeness of Dr. CLARK, and the dedication is in these words: "To Chaplain HENRY H. CLARK, U. S. N., in token of the love and esteem in which he is held by the batallion of cadets, this volume is respectfully dedicated."

Ten or twelve per cent. of the whole number of cadets maintain a Young Men's Christian Association. On this his tenth annual visit to the Academy, the Secretary met a larger number of them than ever at its afternoon meeting. It was not only a pleasure to speak to them, but a far greater pleasure to hear them speak. Cadet H. H. EVANS made remarks that indicate an old head on young shoulders. Among other things he said:

You all have, no doubt, drawn the inference from the subject of this meeting, that of "The Strangers." You all know that the strangers are the coming class of 1901. This subject was chosen in order to get all of you to do a little missionary work. The candidates for admission reported yesterday and have their first examination to-morrow, and in a week's time some of them will have entered, so that the work is right upon us. When they get in I want you to "remember the strangers." You were a stranger yourself one day, and I want you to remember the great Friend who opened His heart to you, and we want to make Him a closer friend of theirs.

You will find them peculiarly receptive, because they have generally come from cherished homes and are homesick when they enter. But when everyone, apparently, tries to see how hard it can be made for them, and they have, seemingly, not a friend on earth; when, after working hard all day and getting nothing but reprimands for being inexperienced, they get back to the ship, and are not even well

enough acquainted with each other to derive any pleasure from intercourse, then it is that they yearn for some one to cheer them up. If a man speaks a kind word to them, takes an interest in them, and acts like a friend, they will generally be glad enough of the opportunity of coming to the Y. M. C. A., and when once they come and things are presented in their proper light, and they see what a good thing the Y. M. C. A. is, they will generally continue to come.

So much for getting a man started to coming, but the question naturally arises, "after a man begins to attend, how are you to secure continued attendance?" A man is peculiarly receptive at first, but unless you are interesting him, giving him something to think about and setting him a good example, he will enthusiastically attend the first four or five meetings, then begin to find them more or less dull, then begin to be intermittent in his attendance, and finally stop altogether.

Such a thing will never do. The main thing is to sustain his interest. First, make the meetings interesting, and to do this make them interesting to yourself. The best way to do this is to take part yourself. If everyone will take an active part, then everybody will be interested. Another important thing is to be interested in him. If the man gets down, comfort him and help him out; if he is tempted, help him resist; if he is doing well, congratulate him; and if he is happy, whatever you do, do not make him unhappy. Too many of us have been inert, let us wake up from this time on and do some real good work. There are a lot of temptations thrown in the way of a man, but you know how easy to resist they are when any one is helping you, or a friend would be grieved to see you do such things, and yet how hard it is to stand all alone and be positive without help or friendly interest. If one of a lower class does anything you do not like, do not be offended, but try and think how you would feel under the circumstances.

And as a final equipment, fervent prayer must not be omitted. Do not forget communion with God, and do not be afraid to ask Him for what you want or to take your troubles to Him; and do not forget to thank Him for what He does for you. To do anything without God's help would be drawing water out of empty wells.

COMFORT bags have been used more freely of late than ever before, especially in the navy. Capt. F. A. Cook, of the U. S. S. *Brooklyn*, writing to Mr. J. M. Wood, who had put on this vessel more than one hundred comfort bags, says:

I am sure the men will appreciate this kind Christian act on the part of the ladies who feel an interest in those who do battle for life on the waters. It is a just encouragement to seamen to live a better and more useful life, to know that they are thus in the thoughts and prayers of good people on shore. On the part of the crew I thank you for your interest and work.

A lady of this city put in one of her comfort bags the following letter, and received from the sailor to whom it was given a reply which showed a grateful and a Christian heart. Please read the article on comfort bags in this Magazine.

I beg that you will accept from an old friend this comfort bag, which she has made expressly for you with her own fingers. It has been a great pleasure to do something to contribute a little to the pleasure and comfort of one who does so much for us, and for whom we can do little. You will permit me, a grandmother, to urge

upon you the close study of your precious Bib'e. I can speak from experience; there is no study that pays so well. It gives life and health to soul and body; it is the only road to peace and happiness. God grant that you may learn this from your own experience.

THE Normal Class of the Bethlehem Presbyterian Church of Philadelphia since January 1, 1897, has placed on board ships 1,500 magazines, 50 bound books, 150 comfort bags, 100 Testaments, 500 tracts, and five loan libraries. The class numbers only twelve, but it has an enthusiastic leader in Mr. J. F. MICHENER. It is mentioned here to stimulate imitation.

SAID HERBERT SPENCER: "Whoever at the seaside has not had a microscope and an aquarium has yet to learn what the highest pleasures of the seaside are." No doubt a microscope and an aquarium give pure pleasure at the seaside, but purer still will be the pleasure of those who, looking at the sea, think of seamen, who, thinking of seamen, hold meetings in hotel parlors to interest people in their welfare, and to turn their attention to this Society's work among them. As they take the tonic of the sea, let them give hearts' love to seamen.

THE Secretary is ready to preach in any church in behalf of this Society, to explain its work to the King's Daughters, to the Society of Christian Endeavor, to Monthly Concerts of Prayer, to Sunday Schools, to parlor meetings. Write to him at No. 76 Wall Street, New York.

LOAN LIBRARIES. The master of the schooner *Harold J. McCarty* writes of No. 9,118:

I am much obliged for the use of your library. They are all nice books and I hope the new one is the same.

The master of the schooner *Mola* writes of No. 9,242:

I thank you very much for exchanging the library which has been on board my vessel for years. A number of the books have been lost. All I can say is that I will try and take better care of this one and return it sooner. I thank you again and again, for I enjoy your books.

The master of the bark *Strathern* writes of No. 10,018:

I return with this a library I got in exchange from the ship *St. Francis* in August, 1896. I thank you very much for sending me one here in exchange.

The master of the bark *Bristol* writes of No. 10,166:

It has been several voyages across the Atlantic. The books have been read by the crew and officers, and have given much pleasure, and I trust much good to the different crews.

The steward of the schooner *E. J. Pendleton* writes of No. 10,215 :

We are very grateful to you and your Society for the use of your libraries, one of which we have had for the past five years. We find them the means of great pleasure to the officers and crews, and each library seems an improvement over its predecessor. We will promise to see that the crew has full access to the books, and that they are well taken care of. With many thanks to you and your Society and our best wishes for the success of your good work.

The master of the barkentine *Robert Ewing* writes of No. 10,254 :

On behalf of myself and crew I would thank you most heartily for your great kindness in loaning us the books. They have been carefully read by us and we have been greatly benefited thereby.

For The Sailors' Magazine.

“STARVING THE CRIMPS.”

BY A COMMANDER R. N.

IV.

“Blood-money” is not a refined expression; but it does not refer to a particularly delicate operation. It is unknown to the Royal Navy, to the greater part of the mercantile marine, to the short-voyage trades and to the yachts, &c. It solely belongs to a prayerless section of the long-voyage trade. There are annually about 100,000 entries of British seamen into the port of New York, but probably very few thousands of those men have any personal experience of “blood-money,” though New York is reputed among British sailors to be the worst port in the world for “blood-money.” Probably the 2,633 men who deserted in 1895 or failed to join their ships in New York, paid “blood-money.” There were 4,787 such desertions from British ships or failures to join, on the east coast of the United States in 1895, and 1,538 on the North Pacific coast, making 6,325 desertions in all, being nearly one-half of what occurs in all the ports of the world other than those of the United

Kingdom, and between Brest and the Elbe. Of the 2,500 British ships which annually enter New York harbor, probably not 500 vessels suffer from desertion, and probably very few of these have divine service when at sea.

“Desertion” is the technical term for going ashore without express permission; or remaining ashore after the term of leave of absence from the ship has expired. There may obviously be different degrees of moral guilt, if any guilt at all, in different cases. So “failures to join” may occur without any guilt whatever on the part of the seaman, or from not carrying a watch, or thoughtlessness as to times and tides; whilst both these offences may be brought about by the evil designs of others.

The self-styled “shipping master” is sometimes at the bottom of much of these evils, and it is to him that the “blood-money” is often paid. There are, of course, shipping masters and shipping masters. Often he is the keeper of a sailors’ boarding-house, who

also undertakes to provide crews or single substitutes for ships on payment per head made to him by the captain, or by the man shipped.

The system of engaging crews prevalent at Hamburg, Rotterdam, Antwerp, Dunkirk and Havre, five of the continental ports for discharging British crews between Brest and the Elbe, is somewhat as follows: The captain appoints a boarding-house keeper to be the exclusive shipping agent for his ship, agreeing to pay a fixed fee for every seaman engaged; whilst a further honorarium is expected to be paid by the sailors. Once he has received his exclusive commission from the captain of the ship to act, the shipping master has absolute power to debar any seaman from serving in that ship unless the sailor agrees to pay him such a heavy bribe as he chooses to demand. It is not infrequent for the British sailor, stranded on a foreign shore, to pay the shipping master as much as twenty francs for permission to serve in a ship, over and above the recognized fee of five francs.

Moreover, the sailor may be boarding with the shipping master, and till all his money is nearly expended his keeper will not permit him to join any ship for which he acts as shipping master. The immense power of dispensing employment thus exercised by the combined shipping master and boarding master places the sailor completely at his mercy. When urged to complain to the consul, the sailor refuses to do so, lest the more powerful shipping masters should be "down on him" when next he wants an engagement after some future voyage. Indeed the captain himself cannot always personally ship a sailor after he

has made an agreement with the shipping master; so that the seaman has practically no appeal from the exactions of the shipping master.

However penniless the sailor may be, the shipping master is secure of payment. For he obtains from the sailor an Advance Note for one or two months' unearned wages. This note does not become payable till the ship has sailed with the sailor on board. It is, therefore, to the obvious interest of the shipping master to make sure that the seaman actually leaves the port in the ship for which he has been engaged. Sometimes the easiest way of doing so is to keep the sailor in a helpless state of intoxication till the last moment of departure and then to put him on board in that condition. The abuses of this system of advance notes are manifold, and abortive attempts have been made to suppress them. Sir Charles Adderley's House of Commons Committee of 1878 wished to do away with the advance note; but the Secretary of The Missions to Seamen in his evidence strongly objected to its suppression, unless an "Arrear Note" was given, in the form of a compulsory monthly payment of the half wages of long-voyage sailors to their bankers. So long as wages are withheld from the crews during the whole period of long voyages, an advance of wages at the outset is generally a necessity. Nevertheless, from this necessity evils sometimes arise which do not occur when wages are regularly and promptly paid, as in short voyages.

Amongst other evils, the withholding of wages during long voyages becomes a temptation to employers and captains anxious to sail their ships cheaply, and espe-

cially when their vessels are unduly detained in a port abroad, to induce their crews to quit their ships without leave, i. e., to "desert." By such desertion the sailor relinquishes the whole of his past earnings still in the hands of his employer, his kit and his bedding, and becomes in law a penniless vagabond. Moreover, the ship thus saves in pay and provisions whilst she remains in port. So that there are apparent financial advantages to the employer and to the captain, whatever be the ruin to the character, the prospects, and the health of the deserter, and the loss to his unhappy family. Hence captains rarely set the law in motion for the recovery or punishment of the deserter. Nor does the shipping interest, all powerful in Parliament, raise any serious voice for the remedy of desertion.

The law requires that the unpaid wages of seamen deserting their ships, with the value of their effects, kit and bedding, should be paid into the Exchequer. Probably £100,000 of unpaid wages thus annually remain in possession of the employers of sailors who have deserted from British ships. Not one penny of that £100,000 per annum of seamen's money ever reaches the Exchequer. In the case of a deceased seaman, there is an official return made by the captain as to his unpaid wages and other property. Why should not a similar official return be made by the captain as to the unpaid wages and property of a seaman who deserts? It might then be known what becomes of that £100,000 every year, to whose fingers it sticks, and why the Exchequer does not receive it. Would some shipowner in Parliament ask that such a return should be insti-

tuted, and the aggregate results published?

There are several ways of promoting the desertion of British crews in the harbors of the United States. "Working out" is a recognized method effectively practiced by some captains; but generally the shipping master and his runners are employed to induce men to go ashore for a run; perhaps without any fixed intention on the part of the seamen to quit their ships permanently. By various immoral seductions the men are then induced to remain ashore for a few days, when their fears as to the consequences are cunningly worked upon, and the shipping master gets them into his full keeping. The body of a British sailor is worth £8 in an American port, so that he is worth keeping in careful custody for a few hours or days. Drugged drink is a handy custodian, as under its influence the helpless man cannot escape. In due time the shipping master places the seaman on board an outgoing ship, having previously received the sailor's Advance Note for eight pounds' unearned wages; besides, it may be, a fee from the captain for providing the ship with a substitute for some other deserter. It is this £8 for which the seaman was sold which is called "blood-money." Undoubtedly, if there was no Advance Note, there would be no "blood-money," and if there were no large sums of unpaid wages in the keeping of employers, there might be less desertion. "The love of money is a root of all evils." Alter the pay system, and the paying-off system in long-voyage merchant-ships, and many of the evils which disgrace that section of the mercantile marine would be averted, whilst the

crimps would be starved out of existence, as no longer a necessity of sea-life as it is known in the long-voyage trade.

Only one other revolution is more necessary, and that is the

general introduction at sea of worship and daily prayer as in ships-of-war. Amongst merchant crews where these devout practices obtain, there is no crimping, no desertion, and no "BLOOD-MONEY."

For The Sailors' Magazine.

REMINISCENCES.

BY W. S. FLETCHER.

[Successive chaplains of the Portland, Oregon, Seamen's Friend Society, have long had Mr. W. S. FLETCHER, affectionately known as Father FLETCHER, as their efficient helper in their work. The following remarks were prepared by him for a projected meeting in Portland, and are welcome to these pages because they show the kind of work done by men who are seeking and saving the lost among the men of the sea. Father FLETCHER at an advanced age is still in harness.—ED.]

In the short time that is allotted to me I can only give you a few facts which I have taken from my journal, which I have kept since I came to Portland. The first record I find of seamen's work is under date of September 29, 1871. On that day I visited the bark *Bristolian* and invited the officers and men to Taylor Street Church, where we were holding services every night. My journal shows me that for the first two weeks there were twenty-five conversions, of which number three were seamen belonging to the ships then in port.

On October 14 of the same year there was another sailor converted. He is the second mate of the bark *Bristolian*. This makes three from her and one from the ship *Dovenby*. My prayer to God is, that the little leaven that has been hid in the hearts of these sailors will so work out that the whole of the ship's company shall be leavened with the leaven of righteousness.

January 1, 1873. I have been greatly blessed in my labor among

the sailors in this port. How thankful I am that I went to sea in my younger days; I can the more readily adapt myself to all their wants. I am so well acquainted with the "land-sharks" and sailor boarding-house runners, that I am able to warn the sailors of their danger while ashore. I have been very successful in getting many of them to attend my morning class at 9 o'clock. Many of them have been converted in this meeting and have gone to sea again happy in the Lord.

January 4, 1875. The sailors this winter have largely attended my class, and have been greatly benefited.

November 4, 1877. There were Union Services in behalf of our sailors held in Taylor St. Church this Sabbath evening. The time has come that I have long prayed for. The Rev. R. S. Stubbs has been appointed by the AMERICAN SEAMEN'S FRIEND SOCIETY, of New York, chaplain for this port. In connection with this record, I would say that long before this, the Rev. R. S. Stubbs, on his first

arrival in the city from the East, preached in Taylor Street Church. I then found out that he had been to sea and had been captain of a ship. I told him of my work and tried to interest him in the seamen's work here, and this is the result of it. I also had many interviews with Dr. Lindsley on the subject.

January 1, 1879. There is a most remarkable work of grace now going on among seamen in this port. Chaplain Stubbs is working faithfully on board the ships; my wife and myself have attended many of his night meetings on board the ships, and given him all the help we could during these last few weeks. I have not seen such a revival since I came to Portland as is now going on among the seamen. I think there must be about forty seamen and two captains converted up to this time.

December 7, 1879. Sabbath morning visited four ships; spoke to the men and had a good time, and we are having a good time at the Bethel.

January 1, 1886. Chaplain Stubbs, who has been our seamen's chaplain now for some years, has been transferred to the seamen's work on the Puget Sound. He left me in charge of the Bethel work here for the present. I intend to make it my life work at the end of my school year.

July 1, 1886. I have resigned my position in the Park Street High School as its janitor, which I have held for the past seven years, to enter more largely into the Bethel and ship work. I did not intend to enter fully upon my Bethel and ship work until we got a new chaplain; but on going down to the Mariners' Home and seeing so many sailors around there, I thought it best not to

wait for his arrival, but to commence Sabbath night gospel meetings right away in connection with my Friday night prayer meeting.

July 4. Sabbath night; I commenced our gospel meetings, and to-night, for the first time, had a large attendance and a most precious time, with one conversion.

July 11. Sabbath night; large meeting with two conversions.

August 1. Sabbath night; large meeting with two conversions.

August 26. Sabbath evening; Dr. Lindsley preached for me to a large congregation, and had a good, interesting meeting.

October 10. Sabbath night; had a large attendance with six conversions.

October 17. Sabbath night; Chaplain Stubbs came over from Tacoma and preached for us to-night. Had a large turn out to hear him. We had one conversion.

November 27. Chaplain Stubbs arrived from Tacoma to introduce our new chaplain, who has just arrived from England.

November 28. Sabbath morning; Rev. Mr. Gilpin, our new chaplain, and chaplain Stubbs preached for us morning and evening and had fine congregations.

November 29. By the arrival of our new chaplain from England to take charge of our Bethel and seamen's work, I have been relieved from a great responsibility which I had upon me in looking out for and conducting our Bethel services.

This is a clipping from the SAILORS' MAGAZINE: "The missionary labors of Mr. W. S. Fletcher during the past nine months have been greatly blessed, and as assistant to the Rev. Mr. Gilpin his services will be invaluable."

In closing up this little account

of my Bethel work, I would say that when I entered upon the work there was no congregation at all; only three that attended the prayer meeting on Friday nights. So when I commenced to hold my Sabbath night meetings in the Bethel, they were a success from the very first meeting. Our congregation so increased, that at some of our meetings it was all the old Bethel could do to hold them. Our meetings had grown in spiritual power right along. I held in the Bethel fifty services; number of conversions, twenty eight. In the same time the number of Bibles given to seamen, when converted, who had none, fourteen. Surely God has been good to our Bethel work. Since then I have been employed by the Portland Seamen's Friend Society as their missionary. I have devoted all my time to our ship and Bethel work in connection with our chaplains. I have seen a large number of our seamen and boys as well as many officers come here wicked, and go

back home Christian men to lead a better life. I keep up a correspondence with a great many of them and receive very many encouraging letters from them at their home ports. So I thank God and take courage.

[The following letter has recently been received by Father FLETCHER from a sailor.—ED.]

I am glad to tell you that I am still on the King's highway and that the Lord Jesus has been very good to me, and that I want to grow in grace and be a mighty worker for Jesus. I have done my best for my fellow-seamen aboard our ship, for I have told them what the Lord has done for me, and I have told them that if they would only make up their minds, the Lord would do as much for them, and I had many a good talk with them in the first watch and prayed with them. We expect to come to Portland to load again. I think that I will be able to get three of my shipmates to join our society when we arrive, and I want your prayers for them, for I want to see them in the fold.

For The Sailors' Magazine.

LINKS IN THE CHAIN OF PROVIDENCE.

BY H. T. MILLER.

It is not permitted us to see many of the links of the chain which appertains to any single Christian. Only a link or two is seen by us, but there are more and we know not where to search or where to find.

Take for instance the loss of the *Kent*, East Indiaman, in the Bay of Biscay, on the 1st of March, 1825, with six or seven hundred troops on board. Signals of distress were flying at each mast-head, and one little brig in sight; that was the *Cambria*, Captain

Cook, of only 200 tons, after being long detained by contrary winds. She sailed from Falmouth with thirty-six miners bound to Vera Cruz. On the morning of March 1 he was overtaken by a storm and was driven considerably out of his course. A large vessel bore down upon him, and when within half a mile he crossed her bows and discovered that she was on fire. A boatswain came on board and told captain Cook her name. She had been burning for five hours, the fire

must be near the powder magazine; how many could he take on board? "All, all!" was the instant answer.

The rescue was attended with enormous difficulties. The guns of the *Kent* were loaded and shot, and, as the fire approached, they would discharge themselves perhaps into the only deliverer in sight, and the five hundred barrels of gunpowder might take fire at any moment. The two captains completed arrangements. The only way of escape was by the spanker boom; slippery work this, the sea running mountains high, the ship rising and plunging. After getting to the end of the boom each had to lower him or herself by a rope, and now a dip, and now a miss, and now a grip,—so the boat filled up. Trip after trip they made and clambered on board the *Cambria*, her decks ankle deep awash, shivering in the cold March wind. With his drawn sword, the captain stood at the gangway receiving fresh cargoes of the rescued, and driving back the reluctant and exhausted sailors in quest of more. After a five hours' grapple with destruction, a combat with wind and fire and water, the *Cambria* is forced to quit, five hundred and fifty-seven snatched from the jaws of death. No more can be done; slowly the brig drops away; the magazine is reached, the heavens are aflame, and all is over.

The *Cambria* made speed for a place of safety. A cabin intended for eight or ten was packed with eighty occupants, and so densely heaped were the decks that at no time could a half of them lie down. There was food on board for ten days, but to work the ship with such a crowd was hard work. The breeze was fair for Falmouth,

and after a rapid run of forty-eight hours the *Cambria* was off the harbor, and by a veer of wind she was enabled to enter at once, but, as soon as she was safely within, the wind chopped round to the N.E. and they shuddered to think that, if they had been a little later, they might have been blown back to sea. How many providences converge here! Without the *Cambria* there was no likelihood that any of the six hundred and forty persons in the *Kent* could have been rescued, for not a single sail on the return trip was sighted. It was needful that captain Cook should be kept from weighing anchor for weeks beyond the time intended, and that he should be driven out of his proper course that Tuesday morning. In order to effect the rescue, it was needful that the tempest should have so far abated that rowboats could live from ship to ship, and it was needful that the flames should be kept back from the powder magazine for an unwonted period. In order to accommodate such a crowd it was needful that the *Cambria* should have no bulky cargo, have a good store of provisions; in order to make these provisions last and to escape the horrors of a pestilence, it was needful that the *Cambria* should be sped on her homeward way; a condition which was more than met by the double change of wind which wafted her back to Falmouth and dropped her into the anchorage of Carrick Roads. But it was all arranged by Him "who is wonderful in counsel and excellent in working."

P. S.—The first of the passengers of the *Kent* handed on board the *Cambria* was an infant a few weeks' old, the son of Sir Duncan McGregor; he became a barrister

in London, was eminent as a Christian, and known as "Rob Roy" McGregor, the name of his celebrated canoe. While one poor woman was being lifted out of the boat the brig rolled to windward, and the boat fell from under her. The man lifting her had only hold of her two hands, and as she was

very stout, it was as much as the man could do to retain his grasp. While thus suspended, her infant which had been fastened to her waist, slipped out of its fastenings and must have dropped into the sea had not the mother contrived to catch it between her knees and hold it there till both were rescued.

For The Sailors' Magazine.

COMFORT BAGS.

BY A CHRISTIAN ENDEAVORER.

Last winter our Christian Endeavor Society asked Mr. Wood to come and tell us about his work among the men of the navy. His graphic picture of the life of the seamen, with its temptations and hardships, touched us very much. He told us how each one might send out a missionary at small expense, and perhaps be the means of rescuing a soul. He said "I call them silent missionaries," the sailors call them "comfort bags." He gave us a list of the contents of such a bag, emphasizing the importance of enclosing a Testament and a letter. A number of our young people were stirred up to make comfort bags. I have been asked to tell you of our efforts and their results, and I hope other societies may be moved to have a share in this interesting work for our brothers of the sea. The bags when finished were sent together with a quantity of reading matter to Mr. Wood for distribution. In due time acknowledgments began to come, until most of us had heard from "our sailors." The warm expressions of appreciation of the outfit contained in the bags made us feel thoroughly repaid for sending them. But more gratify-

ing still was the appreciation of the personal Christian interest expressed in the letters enclosed. The following extracts are samples of the expressions of gratitude which have been received:

"While the articles contained in the bag were very welcome, the fact made manifest by the letter, that there are some, even though strangers to me, who are interested in my welfare, is more welcome still. I am trying to live a Christian life, but amid the temptations which surround me daily I find it very hard to live the life I should. Please accept my thanks for the interest you have taken in one about whom you know nothing."

"I appreciate the things that were in the comfort bag very much; they are the very things I need. I was in need of one very much."

"I have received your beautiful comfort bag. I can hardly express my thanks. I have read your letter over carefully. I am going to read the little story 'Whiter than Snow' that you sent me, and I hope when Jesus washes me that I shall be whiter than snow."

"I was very much impressed by your letter."

"I hardly know how to thank you for your advice about living to Christ."

There were a number of beautiful testimonies to the help received through Mr. Wood's friendship and the meetings which he conducts. Several of the letters gave sad glimpses of lives of sin, but there seemed to be a longing for a better life. We feel it to be a privilege to minister even a little to these souls. Speaking of the Bible in his bag one wrote: "I am ashamed to tell you that I have never read it, but I will start the

first thing to-morrow, as I am on duty to-night." Another wrote, "I have taken notice of the verses you have marked and I know I shall enjoy reading not only those but many others in the beautiful Testament I found in the bag." We are following our "silent missionaries" with our prayers, both individually and in our Christian Endeavor prayer-meetings. We are glad that Mr. Wood came to us and aroused our interest and sympathies in behalf of the "wandering sons of the sea."

REFUGE FOR ROVING JACK.

Savannah is likely to have soon another public building of handsome design, and devoted to philanthropic purposes.

The remarkable growth of the work begun a few years ago by the Savannah Port Society of providing comfortable and attractive quarters for the sailors visiting the port, has been such that the directors and leading workers of the society some time ago recognized the necessity of a building equipped and fitted for it. They have been quietly working to that end, and now believe that they have reached the point where the realization of their hopes is in view.

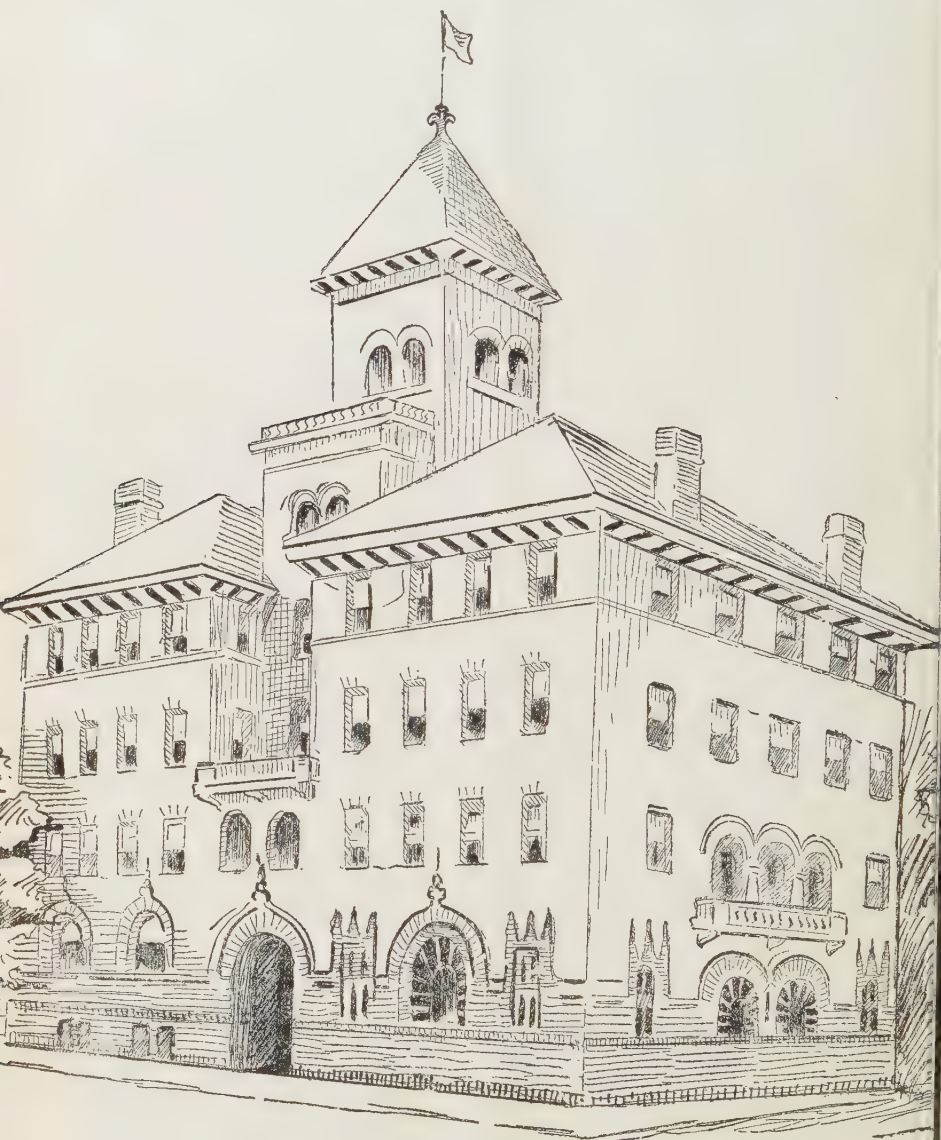
The lot at St. Julian, Lincoln and Congress streets was acquired some time ago at a cost of \$3,000. The lot has a front of ninety feet on St. Julian, by a depth of sixty feet on Lincoln. On this lot the society proposes to erect a handsome 4-story brick and stone building, occupying the entire lot. Its purposes were made known to Mr. G. L. Norrman, of Atlanta, and complete plans for the building have been prepared by Mr. Norrman.

The architectural features of the building are shown in the cut. The chapel and lecture room will be on the first floor, with the entrance on Lincoln street. The remainder of the first floor will be divided into large reading rooms, where a full supply of good literature will be kept, including newspapers from all the principal ports of the world. The other three stories will be divided into sleeping rooms, with accommodations for as many as 250 sailors. Bath rooms and all conveniences will be provided. The rooms will be arranged with a view to allowing the separation of crews where it is desirable to do so. The basement will be used as a storage and furnace room.

The building will be ornamental and commanding. With its height and tower it will be in plain view of the bay and the river, and will be as easily accessible as if located on the Bay.

There is no benevolence in Savannah that is more practical, or more worthy of the support of practical men who desire to do good, than that of the Port Society. Some people seem to entertain

the idea that the rooms are designed exclusively for preaching to the seamen. The fact is this is only quarters of a moral and unobjectionable character to sailors in this port; the only place where they



SAVANNAH'S SAILORS' HOME.

one of a number of purposes. This society offers the only place in Savannah which furnishes head- can receive their mail and write to their homes, outside, of course, of those connected with saloons, and

where their surroundings will be always wholesome and elevating. When the weather demands it, fires make the rooms comfortable, and the purpose of their efficient superintendent is always to make sailors feel perfectly at home.

Savannah is peculiarly situated as a port in its relation to its seamen, because there is a necessary sanitary ordinance preventing the seamen sleeping on the river for several months out of the year, and there are other months when the best opinion is that it is not entirely safe for them to sleep upon the river. It becomes, therefore, particularly important that proper sleeping quarters should be furnished them. Salt water ports, like Charleston, Brunswick and Fernandina, have no compulsory regulation like that mentioned, and, therefore, the provision made by the Savannah Port Society is particularly wise and fortunate in this city.

Savannah owes so much to commerce that it is difficult for the city to do too much for the sailors who come here during the business season. Proper treatment is not only demanded from the standpoint of religion and good morals, but even upon the lower plane of policy and expediency. Such treatment commends the port not only to the sailors, but to their captains and the owners of the vessels, and helps to advance its reputation upon right lines, to the manifest benefit of the port and the city.

The building is expected to cost not less than \$20,000. Arrangements have been made for a loan of \$10,000, which the society will be able, gradually, to retire. It will be necessary, however, to raise, in addition, \$4,000, by subscription, and this amount will insure the completion of the building.

The contract contemplates beginning on the first day of next month and its completion within five months thereafter. Four thousand seems to be a very small sum to raise by subscription in Savannah for so useful an object, and the committee will be greatly disappointed if it does not easily raise this sum. It feels that it has a right to appeal to the citizens of Savannah, particularly to those in commercial circles, because the work ought to have not only the sympathy of all religious people, but of all who desire to aid a movement of great practical beneficence.

Mr. S. B. Adams, president of the society, is greatly interested in this work. Mr. Henry D. Stevens, who preceded Mr. Adams as president, has devoted much time and thought to this branch of the work, and is chairman of the building committee. The other members of the building committee are J. P. Williams, George J. Mills, F. D. Bloodworth, Thomas S. Clay and J. M. Barnard. Mr. H. Iverson, who has rendered splendid service as the superintendent of the society during the last four and a-half years, is also greatly interested in the work.

With the limited accommodations and resources at its command, the Port Society has during the last few years, by good management, made its headquarters and sleeping accommodations for sailors one of the maritime features of the port to such an extent that it has now become almost a practical necessity to the shipping business of the port. Many masters of vessels have expressed their decided preference for the accommodations furnished by the society for their men, and have indorsed the good work that is being

done by the society. The erection of this building will place the society more prominently before the public than has hitherto been the

case, and will serve as a constant reminder of its work.—*The Savannah Morning News.*

TRAWLERS' TREASURE TROVE.

The North Sea trawler gathers his harvest from the ocean-bed, where his net beam trails through the relics of submerged continents and amid the shattered hulls of forgotten wrecks. Unlike the drifter who spreads his mile of nets among the surface shoals of mackerel and herring, he searches the depths of the sea, and brings up not only the catches of soles and plaice for which he voyages, but many strange and often gruesome things long hidden from the eye of man. There are thousands of smacks afloat throughout the year, for trawling is not like drifting, an intermittent occupation, and hardly a day passes without a vessel's crew making some curious discovery among the gleaming mass of deep-sea fish shot out upon their deck. Many of the merchants' offices about the harbors of our fishing ports are museums in miniature through being made the storing places of the strange finds contributed from time to time by the boats of their fleets, and not a few of the larger public and private collections of our country owe much to the owners of the North Sea trawlers. Still, all the countless treasures that have ever been reclaimed from the deep can be as nothing to the vast and heterogeneous wealth of lagan that lies sunk in the ocean's silent depths. Every year, and almost every day of the year, adds to that ever-accumulating hoard, which greedily claims both the slender

savings of the seaman before the mast and the costly cargoes of the merchant prince. Since man first ventured out upon the waters of the great deep the ocean depths have been insatiable in taking a heavy toll of the fruits of human enterprise, and the trawler brings to light not only rudely wrought iron rings from the ships of the Viking Norseman, but relics from the latest-foundered liner. He gathers, too, something of the wide-strewn débris of the world's "lost creations," fossil bones of extinct monsters that trod the solid shores of continents once girdled by their own ancient seas.

The fishermen of the North Sea have their own names for many of the trawling grounds noted for their abundance of paleontological remains. One of these is the Deepwater, a wide submarine valley in the ocean bed; another is the Churchyard, so called from its stony bottom; and there are several "Gats" between the various shoals, which, from the quantity of giant bones distributed over their sandy beds, are looked upon as the submerged sites of primeval forests.

From the depths of these deep-sea hollows and the watersheds of ancient rivers are collected huge teeth, jaws, tusks, and femurs of the mammoth, the vertebræ of teleosauri, the skulls of dinosaurs, bones of reindeer, and horns of the bos primigenius, that sturdy ox or bison described by Cæsar as

roaming the great Hergynion Forest. Hardly a week passes without remains of some of these extinct mammals being landed at one or another of the ports of our eastern coast, and many of the finer and rarer specimens find their way into our museums or the hands of private collectors. One enthusiastic paleontologist not long ago engaged a trawler to do nothing else but dredge for fossils in such places where they were known to be plentiful, and he was thus able to make several valuable additions to his collection. A considerable number of these strange finds, however, remain in the possession of the smacksmen or their employers, who exhibit them in the windows of their houses or amid the sea stones of their garden grottoes. It is true that many of these fossil bones are of very little worth, but now and again the sea gives up some rarity that would find a fitter resting-place at South Kensington than in a fisherman's humble home. The lack of local agents to look after the interests of our great national collections often results in no little loss to these valuable institutions.

Soole Bay, off Southwold, is a favorite ground of some of the vessels of the North Sea fleets, and from its comparatively shallow waters many curious relics have been swept into the smacksmen's trawl. This bay, which has lost much of its geographical significance, through the sea's siege upon its shores, was in 1665 the scene of a great naval battle between a formidable Dutch fleet under De Ruyter, and an English squadron commanded by the then Duke of York. In this engagement, which lasted the greater part of a May day, both sides suffered severely, and several ships

were sunk. To-day it is no uncommon thing for the fishermen to find in their nets chains and anchors that once belonged to the ships of the English fleet; for the Duke of York, being surprised by De Ruyter, was compelled to order his captains to cut their cables, that they might not be forced to fight in dangerous proximity to the shore. Only recently a chain shot, such as was then used for dismasting an enemy's ships, was recovered from the bay by a Lowestoft trawler.

The North Sea trawler looks upon a sunken wreck as one of the greatest obstacles to his occupation, and many a trawl, with its 80 fathoms of warp, has been parted from a smack through the heavy beam or bridles encountering one of the shattered hulls which, with broken spars, are scattered all over the bed of the sea. As a rule, it may be supposed, the cargoes of these foundered vessels remain within the recesses of their capacious holds, and the trawl which comes in contact with such a heavily-weighted hulk almost invariably gets the worst of the encounter. Silver bars and bags of specie, however, have occasionally found their way into the smacksmen's net, as have cases of wines and spirits, medicine chests, bales of woven goods, and boxes of children's toys. Some ghastly discoveries, too, are sometimes made after the trawl has been dragged in the neighborhood of some such sunken wreck as that of the German liner *Elbe*, which foundered within a few hours of the commencement of its outward voyage. For many days after this fearful disaster it was the fate of those who awaited the incoming of the smacks from sea to witness sad processions from many boats'

sides as soon as they arrived in port. It is this aspect of the trawler's calling which gives it an added terror to some of the more susceptible and superstitious of the North Sea men; and the fact is hardly surprising when it is known that a smacksman has had the horrible experience of seeing the body of his brother, whom he believed to be alive and well on board another boat, brought up in his vessel's trawl.

To describe the strange fish which are often captured with the catches of soles and skate, turbot, and brill would be to trespass on the preserves of the naturalist, or much might be said of the hideous cuttle-fish (some of which grow to an immense size), lumpsuckers, monkfish, sunfish, wolffish, and anglers, specimens of all of which are frequently seen on the wharves and markets of our fishing ports. The average smacksman considers them as worth little more than

their weight in offal, and is surprised when, on their being displayed on a stall or fish truck, some enterprising taxidermist is found anxious to purchase and preserve them. Amber, however, he has learnt to estimate at its proper value, and as large lumps of it are often trawled up from the submerged sites of coniferous forests he is generally careful to examine the heap of ground-wrack which finds its way into his net. Gold and silver watches, some of which have suffered little from their long immersion, while others are encrusted with barnacles, are also among his unexpected prizes; and it is only a few days since a lady's watch of German manufacture was found not far from the supposed scene of the *Elbe* disaster. Except for its broken glass it was little damaged, and it had stopped just at the hour of the occurrence of that terrible catastrophe.—*Pall Mall Gazette*.

HOW THE MATE SAVED MY LIFE.

When my sister and I were children we, being the daughters of a sailor, knew no greater pleasure than that of sitting at our father's feet and listening to the stories of his actual adventures and escapes. I cannot say that these bore much resemblance to the wildly sensational stories of the present day, which have such a misleading effect on young readers, and which create such false impressions, especially with regard to life at sea.

My father always said that a sailor's life was a hard one, and that, so far from having a chance of engaging in adventure in foreign lands, his days on shore were few and far between.

Still, he could charm us with

many tales of peril, exposure, and shipwreck; but he described real scenes in which he had been an actor. He commenced his career at sea in sufficiently stirring times, when the victories of Nelson were the theme of every tongue. I will give one of his stories—a very simple one—as he told it.

"I had no right to go to sea," he said. "I was the oldest of a family of boys, and should have stayed at home to enter into business, as my father's health was failing. But I had a perfect craze for a sailor's life, and was resolved to gratify it at all hazards. I went on my trial voyage, and was about as ill and miserable as a lad could be."

"You were not obliged to go again, I suppose?" said I.

"No, but if I had stayed on shore I know how my boy companions would have joked me, and said that Jack had *swallowed the handspike* first voyage. Plenty of lads would turn back after a trial trip if it were not for fear of being thought cowards. So I made up my mind to it, and became as proud of my profession as any sailor living.

"I was only fourteen when my articles were signed, and I went on board a second time, with my mother's tears wet on my cheeks, and my father's prayers and blessings sounding in my ears. Things were very different then from what they are nowadays. It was war time, and merchant vessels had other perils to encounter than those which belong to a sailor's lot.

"There were not only the great and wide sea, the wind and the storm which fulfil the word of Him who created them, but there were the vessels of the enemy on every side, ready to attack defenceless merchantmen.

"We rarely heard from home. opportunities of sending letters were comparatively few, and of those sent few reached the hands for which they were intended.

"I was several times in England, but for more than three years I never saw home or parents; but at last there seemed a chance of my getting home.

"It was late in the year, and I was looking forward to eating my Christmas dinner in the old house once more, with the dear familiar faces around me, and the loved voices sounding in my years. We were off the coast of Norway, and homeward bound, when our vessel sprung a leak. After striving and

working until strength was exhausted and hope gone, we were compelled to take to the boats.

"We were but ill-protected, for we had worked at the pumps to the last moment. Our clothes, damp on our backs, froze into stiffness, and the men who were not actually rowing became benumbed and drowsy. They fell asleep as they sat, poor fellows! to wake no more in this world.

"They died from cold and exposure, at their posts, and yet looking so life-like as they sat there it was hard to tell the living from the dead. It was only when at length the boats were brought to shore by the aid of some Norwegian fisher folk, that we found out the difference: found that some of our comrades had made their last voyage, and landed on the unknown shores whence none return."

"How did you keep awake?" inquired Annie, as my father paused for a moment.

"Ah, I forgot to tell you that. The first mate was in our boat, and he was very fond of me, though I hardly know why. Perhaps having been better educated than most of the lads he had to do with, I gave him less trouble. At any rate, he liked me, and I was fond of him.

"On this occasion he showed his affection in what I can call a very striking manner. When I showed signs of drowsiness, he thashed me soundly with a rope's end, and compelled me to keep awake.

"As a boy, he thought me even more liable to fall asleep than the stronger men around me, so, to save me, he made my shoulders and arms ache with something more than cold. I got warm with rubbing the places where the

rope's end had descended with such powerful effect, and I can tell you I was black and blue for many days after in consequence. It was dreadful to want to sleep as I did, and to be compelled to keep awake by the application of a rope's end."

"It was horribly cruel!" and, "What a shame to beat you, poor father!" were the exclamations which fell from our thoughtless young lips.

"You forget children," said my father; "no doubt the rope's end carried a sting with it, but those hard blows saved my life. It was affection, not anger, which nerved the mate's arm to administer them.

"You know what Book it is which says, 'Faithful are the wounds of a friend.'

"Surely I experienced the truth of these words, even when my limbs ached and my bruised flesh bore witness to the strength of the hand which wielded the scourge.

"Aye, children! And we may all learn another lesson from this little story of peril passed through and life preserved. Had I slept at the time I told you of I should have died.

"A gentle touch, or even the entreaties of my friend, the mate, would have proved of no avail. I needed a sharp remedy, which would give pain enough to arouse me, and leave sting enough to keep me awake. Often you and I are still in danger of falling into a worse slumber than the sleep I spoke of, or perhaps we are actually slumbering and do not hear the voice which calls, 'Awake, thou that sleepest,' or 'Now it is high time to wake out of sleep.' The voice of our heavenly Friend bidding us 'Awake to righteousness and sin not' falls on dull ears and passes unheeded. The mer-

cies sent fail to remind us how little we deserve them, or to arouse us to thankfulness of heart and holiness of life. So, then, to save us from eternal death, our Friend takes scourge in hand and smites us—always in love and for our good, 'for whom the Lord loveth He chasteneth, and scourgeth every son whom He receiveth.'

"Afterwards, though we may have smarted under the blow, we are ready to kiss the hand that wielded the scourge and thank Him for life—yea, eternal life, God's gift through Jesus Christ our Lord."—*Friendly Greetings.*

THE most picturesque thing which any Minister of the new French Cabinet has done has been the appointment by M. Lockroy (Minister of Marine) of a sort of official minstrel to the navy. M. Lockroy declares that the sailors of the present day have no heart for their work, and that they need excitement other than grog. It therefore occurred to him that a bard might help matters, and accordingly he has engaged the Breton sailor poet, Yann Nibor, and has sent him to Toulon to recite his lays on the war-ships of the Mediterranean fleet. Now, this Yann would have delighted the heart of "Pierre Loti" (M. Jules Viaud) as a subject for the best book he has yet written—"Pêcheur d'Islande." Yann is a huge, gaunt creature. He looks nearer seven than six feet high, and has been described as seemingly hewn out of granite with a hatchet. Yann is the son of a carpenter of Saint Malo. In 1870 he went to sea, and it was not long before he became popular among his comrades as a songster. From this he began to compose songs of his own.—*The Outlook.*

HOMELESS SAILORS.

The Protestant Episcopal Church Missionary Society for Seamen is doing a noble work for sailors in the port of New York. Its last and most interesting report is introduced by the following communication from Captain A. T. Mahan, U. S. Navy, (retired,) which well describes the need and object of all Seamen's Friend Societies. ED.

There is no condition of life that should appeal more strongly to the sympathy of the fortunate than that of the homeless; not merely, nor even chiefly, of those who are without home in the sense of lacking physical shelter or comfort, but of the more numerous class, who have the things necessary to the body, but are separated from the family ties and affections which protect innocence and hallow life. No form of Christian activity is wiser, or more fruitful, than that which seeks to stop the beginnings of evil, by providing the surroundings of home for youths launched alone in the midst of our great cities.

To be homeless, in the last named sense, is the inevitable condition and the sore temptation of the seaman in every port; save, possibly, in some one where a relative or a friend may reside. In this one fact is summed up the trials and the dangers which most distinctly separate him from other members of society. Of the latter, even those who, arriving strangers, do not form family ties in the city of their adoption, nevertheless gradually gather round them, as time passes, affections or friendships which, in part at least, take the place of the family fireside and influence existence happily. The shortness of the seaman's stay, the uncertainty of his return to the same spot, preclude the possibility of a like issue to him. He arrives a wanderer, flits for a few days through the streets, and then, again a wanderer, he departs.

It is upon this distinctly friendless condition, which needs but a moment's reflection to be realized by any one, that the appeal of this Society, and of the others of kindred aim in the city and port of New York, must rest. Men who are not touched by this will be touched by nothing. These societies aim to afford a home as well for the body as for the soul; and as well for the soul as for the body. If they cannot provide the wanderer with father and mother, brothers and sisters, they strive at least to supply a friend or friends, who at some well known spot, and surrounded with some degree of modest comfort and convenience, stand ready to welcome, to assist, and, far beyond mere material help,—though that too is extended,—to show unpretentious sympathy and to promote comradeship among those who go out and in. Clubs and associations are imperfect substitutes for home; but, though imperfect, they can in part supply its place, by bringing man in contact with man under genial surroundings. Under such conditions the power of external evil is minimized. The individual has not to seek debauchery because of mere weariness and aimlessness of monotony. He has, indeed, still to resist the evil within, as do all; but reasonable employment of mind and decent companionship remove in great measure the crowd of temptations that spring from mere disoccupation.

Such centres of influence this

Society—with others—has established in New York and has long sustained; and alongside of the home, unobtrusive but open, refraining from solicitation but stretching out its arms to those who will come, stands the Church, ready to minister to spiritual wants as well. But, great commercial city though this is, and freehanded as are its citizens, the very wandering of the wayfarer, which constitutes his privation, removes him also from men's thoughts. Money is not given in amount

adequate to the continuance of this simple work on the lines so far, though with difficulty, maintained. Let those, therefore, of our household of faith put it to themselves on these grounds, when in the happiness of their own homes: that there are those ever coming and going in this city, ministers to its wealth, who are homeless; that members of their own communion are making organized effort for the benefit of such; and that the work languishes for want of means.

PLUCKY GERMAN SAILORS GO TO THEIR GRAVES WITH SONG ON THEIR LIPS.

The crew of the German gunboat *Itlis* have given the world a lesson in how to die well. With their ship on the brink of inevitable destruction, they joined hands and sang the national military hymn, the "Flaggenlied." Singing that song, they went to their death cheerfully.

The news of this event has been barely recorded in this country. Details have just been received which prove that it is worthy to rank with the finest stories of heroism at sea, of which there are not a few. The crew of the *Itlis* will keep company with the soldiers of the troopship *Birkenhead*, and with the American sailors at Samoa, who from their doomed ships cheered the British cruiser *Calliope* as she steamed out to safety. These are stories that swell the hearts of men and make them feel that an opportunity to die well is a thing to be desired.

The story of the wreck of the *Itlis*, by the boatswain's mate, is as fine a piece of realism as one can hope to find in many a year.

Told without any intention of creating dramatic effect, it yet brings the stout courage of those sailors home with surprising force.

The *Itlis* began her last voyage on July 23, when she left Chefoo, in China, for Nagasaki, in Japan. She was a gunboat of 2,500 tons, a small vessel of the class which is maintained by European powers in Asiatic waters for the purpose of punishing natives, protecting citizens, and so forth. It does not appear that she had any one particular defect, but she was too weak to face the terrible storm which overtook her.

When the ship left port early in the morning there was a light rain, but the barometer was rising. She passed Wei-Hai-Wei, the scene of one of the principal naval battles in the late war between Japan and China, at about noon. She was then going under both steam and sail. Before night fell it became apparent that the *Itlis* was about to meet one of those terrible storms which rage with greater fury on the eastern coast of Asia

than in any other part of the world. The sailors had seen bad storms in those waters before, but never, say the survivors, one preceded by such conditions as this.

Before sunset the sky was entirely lighted by a dull, sickly red, coloring the water with its reflection. Flashes of lightning of vivid violet came out of the horizon, and when they passed left a momentary black. Then the red light returned. They were then only on the outskirts of the storm. The great waves did not roll in regular lines: they met and smashed one another, causing pyramidal seas alive with phosphorescent light. They rose to half the height of the ship's mainmast, and then collapsed with a roar. Water poured over her with a roar.

When darkness came the storm was still increasing in fury. The crew were helpless, and crouched under the bulwarks, holding on to ropes and rails for their lives. Great seas broke over the deck, drowning and injuring many men. Until nearly midnight the storm flung the helpless ship about. Then, having been lifted on the crest of an enormous wave, she fell with a crash, which shook her from stem to stern. She had struck on a reef, which proved to be one of a group off the south-east promontory on the Chinese coast.

Captain Braun, who had never for a moment relaxed his efforts to save the ship, saw that his work was over. His stalwart form, and his calm but strong German face will live in the memory of the few survivors until their last hour. He called all the officers and men around him on deck, and, taking each one by the hand, bade him farewell. Then he told the whole crew that they had done their duty like men, and would do well

to end by giving three cheers for the Kaiser and for Germany. These were given with a strength that struggled with the roar of the wind and the waves.

The ship was then fast breaking up. A chasm had opened abaft the foremast, and the waves, breaking over the deck, threatened every moment to tear away the greater part of the ship and sink it under the boiling sea. Then Gunner Raehm yelled to the men to sing the national military hymn—the “Flaggenlied.” By that time a sort of intoxication born of contempt for death had come over them.

Joining hands for good fellowship, and also to save one another for a few moments more from the clutches of the waves, officers and men stood on the deck of the *Illis* as they sang the hymn, the refrain of which is—

“The Kaiser and our standard, Hoch!
The black flag, white and red.”

They had barely concluded the hymn when the ship broke up and the after part of her was engulfed in the sea. A very few managed to reach the small part fast on the reef—not one officer among them.

A Tale of the Sea.

Letters recently received in Liverpool, giving an account of a fire on board the steamship *Marino*, tell of the heroic conduct of a boy of fourteen years of age—Horace Comer. The story is related in the last issue of the *Seamen's Chronicle*, from which the following particulars are taken:

The *Marino*, a steamer of 6,000 tons, is owned by the Ocean Transport Company. The letters are from the Azores, at which place the vessel put in to place E. Ryder,

her messroom steward, in the hospital, and to make some slight repairs. She arrived there on the 14th of October. Seven days earlier she had a wonderful experience and a marvellous escape. Terrible seas were running, and the ocean seemed one huge sheet of foam.

At ten that night Captain Murray, from the bridge, heard above the roaring of the wind a great noise on deck. The third officer was despatched to ascertain the cause, but had scarcely reached the deck when an immense volume of flame shot up from the fore-part of the main deck. The officer beat a hasty retreat, and saved his life by reaching the bridge deck. It was then seen that a number of iron drums of chemicals had been forced adrift and the contents ignited. Dense volumes of suffocating smoke rose and drove the men from their posts of duty.

At this critical moment every man left the engine-room except the chief and fourth engineers, who stuck manfully to their engines, and throughout the whole time carried out the orders telegraphed to them below by the captain. The man at the wheel was driven from his post, but in an instant Captain Murray took his place. The *Marino* was put before the wind, a task which required great skill in such terrific weather.

"At this juncture a number of the crew assembled on the poop. They had quite come to the conclusion that the vessel was doomed, and that nothing they could do could save her. At all events, they certainly did nothing, but having provided themselves with lifebelts awaited their fate. At this moment a little figure was seen approaching and young Comer, bare-headed, and with his trousers tuck-

ed under his arm, stood before them.

"'What's the use of going on like that, men?' said he. 'If we have to die, let's die like men and Englishmen.'

"These were brave words, and at such an awful moment braver words were never spoken. The men looked at each other, and seemed to understand keenly the complete abjectness of their position; and, fired by the little hero's words, they returned to that part of the ship which they had so hurriedly quitted a short time before.

"At 3.30 next morning Captain Murray and the brave fellows who had so manfully helped him saw the reward of their labor—the fire extinguished and their ship brought out of danger. This was not accomplished, however, without most, if not all, of the men being left with some mark of the great battle. The boy Ryder received his injury while helping the crew to fight the flames. With remarkable pluck the little fellow, whose foot was terribly injured, said to the second officer, 'Please, sir, cut it off.'

"Captain Murray, in his letter to the managers, spoke in the highest terms of his officers, engineers, and most of his crew, including the two training-ship lads, whose bravery was beyond all praise.

"It is stated that for the brave words uttered by little Comer at a moment when everything was at its worst the crew intend to make him a suitable present."

Three of the *Marino's* crew came from the *Exmouth* training-ship—Horace Comer, "the boy hero"; Ernest Davidson, seaman; and Walter Cowell, boy. Comer and Cowell only left the *Exmouth* on October 2. Ryder was a *War-spite* boy.—*Ashore and Afloat.*

WORK AMONG SEAMEN.

CORRESPONDENCE, REPORTS, &c.

At Stations on the Foreign Field.

Great Britain.

THE MISSIONS TO SEAMEN.

[The following is a portion of the summary of the annual report of the Missions to Seamen Society in London. It represents the largest work for seamen done by any Seamen's Society in the world, but it must be remembered that it is backed by the Established Church of England, receiving collections from its churches and legacies from its wealthy shipping men. Ed.]

Founded sixty years ago, when Her Majesty began to reign, the income of The Missions to Seamen was £38,294 last year. It ministers to sailors and fishermen in the principal seaports, and at all the large outer anchorages or roadsteads around our shores. A great many harbors abroad, thronged with British ships, are still destitute of spiritual provision for their crews, and the religious ministrations afloat in many other ports are quite inadequate. Still, as compared with 1837, much progress has been made.

Sixty years ago the crimps had it much their own way in most of our larger seaports. It was the usual thing for foreign-going crews to leave the docks in a state of intoxication, often so helpless as to endanger the navigation of their ships. This rarely happens now, save occasionally to individual firemen and sailors. As many as 7,300 seamen took the total abstaining pledge of The Missions to Seamen last year; and whole crews of total abstainers are frequently met with.

Whilst there was but one chaplain employed to minister to crews afloat when the Queen ascended the throne, now sixty-nine Mission-vessels and boats carry one hundred and ten Missions to Seamen chaplains and readers, &c, afloat day by day, to minister to the crews on board ships, fishing-vessels, barges, and light-vessels, and to the isolated inhabitants of remote light-houses, islets, deep-water forts, and coastguards; whilst there are eighty-seven Missions to Seamen Churches and Institutes for the special use of seagoing men when ashore. Volunteer lay work on board ships on the high seas is

so encouraged that upwards of one thousand two hundred devout captains, officers and sailors serving afloat are pledged to promote godly living amongst their shipmates as The Missions to Seamen helpers; whilst upwards of six hundred sailors have been awarded certificates of proficiency in giving First Aid to the Injured, after courses of instruction in The Mission to Seamen Institutes with the usual medical examination.

New steam mission-vessels are being provided for the Bristol Channel, the Medway, and Rotterdam Harbor, whilst others were provided last year for Sydney and Yokohama*. New sailing mission-vessels are needed for Portland Roads and for Poole, whilst The Missions to Seamen cutter for the Solent has been thoroughly renewed, towards the cost of which Her Majesty the Queen graciously contributed.

The report points out that the opportunities for the exercise of thrift in the Royal and in the mercantile navy were, in 1837, very limited. But now, in both sea services, sailors largely avail themselves of the various helpful arrangements made by the Admiralty and by the Board of Trade to enable them to take care of their wages. The Naval Savings Banks had a balance of £245,257 at the last available date; and Merchant Seamen's Banks had £291,452.

Sixteen thousand outward-bound ships and fishing vessels had small fore-castle libraries in boxes or bags placed on them by The Missions to Seamen last year. These contained books, magazines, and pictorial periodicals, &c., supplied by the public. Several thousand fore-castles were adorned last year with small framed pictures or colored texts, which are much appreciated by their crews.

* The AMERICAN SEAMEN'S FRIEND SOCIETY aided substantially in procuring this vessel.

Belgium.

ANTWERP.

The following paragraphs are taken from the annual report of the Rev. J. ADAMS:

The work of the Mariner's Church and Institute during the year 1896 has been carried on with vigor and encouraging results. The attendance at our religious services, though a little below the total for the previous year, was nevertheless very satisfactory. Of the spiritual helpfulness of this part of our work it is impossible to speak with fulness. From the nature of the case, our labor in this respect is in accordance with the precept, "Cast thy bread upon the waters." At the same time not in every case have we had to wait many days before finding it again. Several testimonies have been borne as to benefits received and lives renewed. In no year have these been more numerous, and, giving as they do evidence that our labor is not in vain in the Lord, we thank God and take courage.

A weekly Bible class is held on Wednesday evening. The object is Bible reading and Bible study. Many seamen attend this class and a very pleasing feature has been that during the year no less than ten of these meetings, as well as a few of our week evening services, have been conducted entirely by seamen, while many others have taken part in them. Altogether we have held 227 purely religious services, the total attendance at which has been 16 455. Of the other branches of our work we can speak with the same satisfaction.

During the year 1896 there entered the port 2,760 British and 20 American vessels. Visits to these numbered 2,088. There were 35 visits to the hospital and 9 letters written to friends of the patients, besides several letters of inquiry being replied to. The reading room was supplied with upwards of 1,500 daily and weekly newspapers, besides magazines, &c. There were nearly 11,000 visits to the reading room, over 390 letters written by and 917 letters received for sailors. The number of tracts, magazines, &c., distributed reached the total of 3,289. Destitute seamen relieved numbered 73. Total abstinence pledges taken were 15. In addition to concerts a series of bi-monthly informal entertainments have been held during the winter, at which, with light refreshment, good music and song, many sailors have spent some very pleasant evenings at the Institute. Our annual Christmas tea and tree was held on December 28. About ninety sat down to tea. In the evening a concert was given and all received some useful present given by various friends.

These figures will give some, although

inadequate, idea of the work done. They show constant effort with satisfactory results. So much could not have been done by one man, however active and energetic. The work of the Institute cannot be carried on without the assistance of the residents. To many of these I am deeply indebted for help given during the past year. I mention with gratitude Mr. CHAWNER and Mr. BOYCE for work done on the ships. To these should be added many ladies and gentlemen whose assistance has always been ready in furthering our religious and social efforts. Valuable contributions towards our work have been received from Madame VAN SCHOONBROECK, Brussels, Madame VAN ELSSEN, Antwerp, and many others whose names will be found in a list of donors.

India.

BOMBAY.

Mr. F. Wood writes on April 20:

The plague and consequent panic has greatly affected the shipping. Just now when the docks should be full we have very few ships, and fewer still of those carrying English crews. In some cases captains have refused to let their men leave the ships or have any communication with other ships. As our steam launch is undergoing repairs we have been unable to do much with the few ships which have been anchored in the stream, but in no case could we get the men together for services. However, the awful pestilence which has visited this city is abating. With the removal of the plague we expect more shipping and a general looking up all round. Anyhow, we praise the Lord for what He has helped and permitted us to do in His name. We are thankful to be able to report that several have taken a stand for Christ.

Number of ships, &c., in port since last statement, 46; religious services held in chapel, 25, elsewhere, 10; average attendance of seamen at religious services, 24, of others, 8; religious visits to hospitals, 2, on ships, &c., 136; tracts, &c., distributed, 748.

Japan.

KOBE.

Mr. J. M. HARMON writes on April 7:

Religious services held in Institute, 12; on shipboard, 31, in jail, 3; average at-

tendance of seamen at religious services, 18, of others, 2; religious visits made to hospitals, 11, on ships, &c., 242, in boarding-houses, 20; tracts, &c., distributed, 90 bundles.

Chile, S. A.

VALPARAISO.

Rev. FRANK THOMPSON writes on April 3:

I beg to present quarterly report of this mission for quarter ending March 31, and will add I am sorry it is not better. My family and I have been seriously sick. We are now all better. No public service was omitted in the mission, friends from shore supplying my place. The visiting of ships, hospitals, prisons and consulates could not be kept up, however, and this work always affects the congregations. I am grateful to find out that this mission, however, has a very firm place in the interest and affection of the Christian public, and holds so strong a position now that one man, no matter who he may be, is not essential to its existence. It is on a broad, firm basis, still it requires wisdom, energy and grace to direct it.

Number of ships, &c., in port since last statement, 247; religious services held in Bethel, 13, in hospital, 5, elsewhere, 5; average attendance of seamen at religious services, 35, of others, 6; religious visits to hospitals, 8, on ships, &c., 54, in boarding-houses, 9; tracts, books, papers and magazines distributed, 677.

Argentine Republic.

BUENOS AYRES.

Mr. THOS. MCCARTHY writes on April 4:

There is one blessing which we who work among seamen have, namely, the most complete and up-to-date chart for the sea of life, and also the truest compass ever offered, and all for nothing, nothing; by one who knows every wind, current and wave that men have to deal with.

You will notice the number of my visits has decreased rather than increased. That is the result of my dear wife being very ill the greater part of this quarter, and Mr. FLEMING, the chairman of our committee, wrote and said I might put aside my visiting and give her every at-

tention, which you may be sure I was right glad to take advantage of. I love visiting the ships and speaking to the men about their souls, and I also delight in preaching to them at our meetings.

Number of meetings held in the Home, 30; attendance at same, 407; ships visited, 194; visits to hospitals, 11; tracts, magazines, books, &c., distributed, 4,287; portions distributed, 170.

ROSARIO.

Capt. ERICSSON writes on April 2:

I am thankful as I write to tell you how wonderfully God has manifested Himself to us since I last wrote to you. We have indeed had seasons of great joy. I was one evening walking with my wife to our meeting which we hold outside the Home, when I saw a man who appeared to have been drinking, but I felt constrained to invite him to go with us; but he did not come at once, but later he came, and we had every reason to believe that he was soundly converted to God. While at sea he fell from the royal yard and was killed. When the vessel returned here I asked the captain about him, and he told me that during the voyage up to his sad accident he lived the life of a Christian and so there was hope in his death.

Another man, a mate of a vessel, came here and we invited him to our meetings but he declined. After a time he was prevailed on to come in, and he appeared to enjoy the meeting. Soon we noticed a little change in his life. One evening we wanted some one to play the harmonium for us, and he offered his services. God's Spirit took hold of him. He prayed with us several times both in private and public, and left us fully trusting in the Lord.

I left the superintendency on March 31, and am just leaving for Europe for a change. My successor is Mr. GEORGE NYE, of London; he has been working in the Home for eighteen months, so I believe he will suit the place well.

Number of American ships, &c., in port since last statement, 18; religious services in chapel and on shipboard, 72; religious visits to hospitals, 28; Bibles and Testaments distributed, 115, tracts, &c., about 2,800.

Mr. GEORGE NYE writes on April 13:

Capt. ERICSSON started for England on the 6th inst. and I have taken full charge of the Home. I have not much to report at present, but I hope and believe that

shortly I shall see some good work accomplished. The meetings are going on well and I am visiting all ships in port

and being well received. I am trying to form mission bands here much on the principle of our own at home.

At Ports in the United States.

Massachusetts.

GLOUCESTER.

Testimonies at the Fisherman's Institute:

"The devil has cheated me out of the best of my life, but he can deceive me no more. I know that in Jesus I have found peace, and in Christian society I find real pleasure."

"I never knew real enjoyment or felt satisfied with life until I laid my poor, wretched, sinful life at Jesus' feet, and He healed me from my sin and sorrow."

"I have lived a bad life for thirty-five years, but for three years I have tried hard to live a good life. Sometimes I have failed, but have got up and tried again."

"Six years ago I was a drunkard, without a friend or a shelter. I asked for an old coat, you gave it to me and urged me to try to be a man. I was encouraged. I tried. I have been sober ever since. I have now \$1,000 in bank and the respect and confidence of business men."

"I was on my way to drown myself in the dock, when you laid your hand on me and asked me to come up to the chapel. I came and laid my poor wretched soul at Jesus' feet. He saved me and I am happy."

"I am so glad that I gave myself to Jesus before it was too late. I don't know anything about life hereafter; but I know it is good to trust in Jesus. This life is good enough for me, and I am not afraid to die."

"When I begun the Christian life there were three things that I resolved, first, not to let my temper get the best of me; second, to be strictly honest; thirdly, not to touch any kind of intoxicating drinks. I find I have lived a much better life ever since."

"I thank the dear Lord that He has taken me from the trough and helped me to live a higher and better life. God wants to do it for all, whosoever will may come."

"I have had liquors held before me to-day, several times, but by God's help I have resisted and been kept. If I hadn't given my heart to Jesus and asked Him for help I never could have withstood the

temptation, as much as I used to love liquor. It is blessed to trust in God."

"I have lived a sort of half-hearted Christian life long enough. I am determined by God's help from this hour to live a whole-hearted Christian life come what may. Pray for me. You know how hard it is to be master of one of these vessels and live every day right. But I know what is right, and I will do it."

New York.

THE NAVY YARD.

Mr. J. M. Wood writes on May 31:

New York City, Brooklyn, Bridgehampton, Medusa, Elmhurst, Morristown, Astoria, Fort Covington, Flushing, Schenectady, Cayuga Lake and Yonkers, N. Y.; East Orange, Plainfield, Newark, Englewood and Perth Amboy, N. J.; Germantown and Saltsburg, Pa.; Pittsfield, Worcester, Northampton and Beverly, Mass.; Riverside, Greenwich and Putnam, Conn.; East Andover, N. H., and Anchorage, Ky., have furnished me with 234 comfort bags this month. Several interesting letters in connection therewith are appended:

"WORCESTER, Mass.

"I send a comfort bag to you to-day. I am seventy-six years old, and my prayers go up to God for the poor seamen, and I hope you may be the means of bringing many souls to Christ. I shall pray earnestly for your success. I never expect to see you in this world, but may we meet by and by at the river, is the sincere wish of your friend."

"NORTHAMPTON, Mass.

"I am much interested in this good cause, and I express you a few comfort bags to-day, hoping the recipients may take comfort some lonely hour in their contents. If these bags reach you before the sailing of the *Brooklyn*, Capt. F. A. Cook commanding, I would like them given to the sailors on that ship. Capt. Cook was a near neighbor of mine, and his record has been so good from his first entrance in the Naval School at Annapolis. Then I felt that his father, now ninety-four years old, would appreciate this mark of respect for himself and his brave son."

From the same city came a bag from a twelve years old Miss, and a letter as follows, directed to the youngest sailor on the *Brooklyn*:

"I'm a little girl twelve years old. My father and mother know Capt. Cook and all his family, as this is his home. I hope some time I can hear from you, and please write from some foreign port, as I am getting a collection of stamps. Will you please in your letter tell me your name and how old you are?"

This bag was delivered to an apprentice on the *Brooklyn* sixteen years of age.

"PERTH AMBOY, N. J.

"I send you to-day forty six comfort bags; they were made by six little girls, all from the Presbyterian Sabbath School; they solicited the money to get the articles to fill them with. We are all very much interested in your work."

"NEWARK, N. J.

"I send you a box of comfort bags for the sailors. They have been filled by the Infant Department of Park Church (Dr. FRENCH). The fact that the children denied themselves of candy, and brought the money to buy the articles used in filling the bags, may be of interest to you. They are very much interested in the sailors, as are all."

One hundred bags were placed upon the *Brooklyn* before she left the Yard, and many others distributed on the *Vermont*, *Maine*, *Massachusetts*, *Puritan*, and *Ericsson*. It is wonderful how grateful the men are for these silent missionaries. If the donors could see the smiles that light up their faces as they receive them, they would feel amply repaid for the time and labor expended. And under God they have been instrumental in leading many a sin-wrecked mariner into the port of eternal refuge. The State Superintendent of seamen's work of the W. C. T. U. of a neighboring State has made an appeal for this work in their official organ to all the societies in the State. I have received several bags from Fifth and Lenox Avenues, New York City, with very cheering letters indicative of the growing interest in the cause. In response to all these communications I have flooded the country with explanatory letters, *SAILORS' MAGAZINES*, *LIFE BOATS*, *Annual Reports*, etc., and many warm friends have, I am sure, been made for the Society and its grand work. A lady in East Orange, N. J., sent me \$5 for the sailors of the North Atlantic Squadron, and I have set it aside as the first contribution to a sick fund for the purchase of

fruits and other delicacies for the inmates of the U. S. Naval Hospital here, to those especially who are bedridden, and for the purchase of flowers (when they become cheaper) to lighten up the wards with their fragrance.

Here are some sailor letters from domestic and foreign ports:

"Through the Cob Dock meetings I was led by the grace of God to see my condition as a hell-deserving sinner, but, best of all, learned to know that there is redemption for such as I through Christ. I should like very much to be the means of leading even one soul to a knowledge of our Lord and Saviour, and have already asked God to open the way, and am trying to do the work at hand to the best of my ability."

"God has been pouring out showers of blessings upon me here, and many precious souls have been born into the Kingdom. He has greatly blessed my voice in the singing of the gospel. I suppose you are still having the grand old times at the Navy Yard meetings. Why, you can't help it. You have the best and most out-and-out work for God I have ever come across. I am claiming your promise, viz., the sea for Christ."

"I would like you to send me a Bible, for I have an earnest desire to lead a Christian life. It was at the meetings on the Cob Dock that I thought I would like to be a Christian and your talks have made salvation plain to me. I never could grasp it before. I wanted to have a good talk with you, but my courage failed every time I attempted it, but I will speak to you the next time I get a chance, if God spares me until then."

At the service at the naval hospital this month, out of thirteen sailors in the audience, twelve asked for prayers. At this service I met a *rara avis* among the men of the sea, an alleged infidel, who said to me "I don't believe in God or anything else, but pray for me anyway, and if your prayers do me any good I will tell you." It was positive proof to me that the arrow of conviction had pierced his heart by reason of his being present, and his whole bearing bore out this fact. We shall continue to pray for him, believing the Lord will save him. Subsequent inquiry revealed the fact that he had been attending the addresses of Col. ROBERT INGERSOLL.

A circular letter issued by the executive committee of the Trustees of the proposed Sailors' Rest, outside the Navy Yard gate, has been sent to every ship-of-war

now in commission in our navy, from which I append the following extract: "It is important that the navy should take the initiative in subscribing to the building fund, in order to show the public that the measure is not only urgently needed but greatly desired. Will you therefore kindly bring this matter to the notice of your officers and crew, and allow one officer and three enlisted men of your command to act as representatives of the Rest to receive subscriptions and forward them to the treasurer, Mr. E. J. BERWIND, No. 1 Broadway, New York City." It will be a red-letter day for the men of our navy when this Rest is completed and in successful operation.

Chaplain MCINTYRE took charge of a recent Sunday evening service and spoke with great power, judging from the fact that many of the men have since spoken to me of the good effects the address had upon them. Chaplain MCALISTER, of the *Brooklyn*, was also with us at one of our Thursday evening meetings and spoke very earnestly to the men, leaving, we are confident, a lasting impression for good.

I was privileged to attend the sixty-ninth annual meeting of the Society, at the Sailors' Home, 190 Cherry Street, New York, on the 10th inst., and listened to some forceful and thrilling addresses. The Rev. C. A. S. DWIGHT gave out a thought which set me to thinking. He said there might be, after all, a real ocean in heaven. I think so too. When there shall be no more sea on earth, I hope with all my heart that a bit of the briny may be found in the city of the King. And if there are occupations in glory, we redeemed sailors would long to gather on the beach, and mayhap to sail in celestial crafts on its placid waters, for it must ever be a sea of calms. I can imagine no tempests up yonder. I hope to sail with PETER and JAMES and JOHN and ANDREW and ZEBEDEE with hundreds of Galilean fishermen, and the vast fleet of saved sailors of the oceans of earth. Somehow I expect to see in that blest harbor ZEBEDEE'S boat, and the smack that served as a pulpit for the Son of God, and the ship on which He stood and calmed the raging waves. God helping me I expect to see the great Pilot and serve under His command forever, safe home in port.

And when, death past, and tempests all departed,

The boats come in, no more to cleave the foam,

Upon the shore, O Saviour, loving-hearted,
Speak Thou our welcome home!

Alabama.

MOBILE.

Rev. R. A. MICKLE writes on May 4:

Number of American ships, &c., in port since last statement, 7, all others, 48; religious services held in chapel, 7, in hospital, 4; average attendance of seamen at religious services, 16, of others, 34; religious visits to hospital, 4, on vessels, 110, in boarding-houses, 5; Bibles distributed, 4, Testaments, 1, and very many magazines and papers.

Eleven seamen requested special prayer for themselves. It is with profound sadness I report here the death of Hon. T. A. HAMILTON, for many years president of the Board of Directors of this port. The regular monthly entertainment by the ladies of the Bethel Auxiliary was a most gratifying success in every particular. It is a pleasure indeed to witness the hearty enjoyment of these homeless sons of Neptune, and their gratitude, frequently expressed in their whole-souled manner, is an ample reward for all the effort put forth in their behalf. The annual election of officers of the Auxiliary took place at the appointed time. Each accepted the position assigned her respectively, with the exception of the president, whose declination we were obliged reluctantly to submit to. We are to meet this week to make another choice. Besides the many who contributed their talents and accomplishments to the performance, and the many others who furnished the refreshments and flowers, the other benefactors during the month were, Mrs. E. L. MARTEN, with magazines and papers, the Commercial Club, with newspapers, and the young gentleman also who sends his daily *N. Y. Herald*, and the St. Charles Hotel, several prominent restaurateurs and bakers, who helped to feed the hungry tars. My personal observation, after about five years and a half experience is that a real deep-water sailor never begs, nor even makes known his distress. It is by close and narrow watching that I have detected that they have been without food, and sometimes nearly famished.

Oregon.

PORTLAND.

Extracts from the chaplain's report to the Annual Meeting of the Portland Seamen's Friend Society, from November 1, 1896, to April 1, 1897:

The charge of the Seamen's Bethel and Institute was placed in my hands in the very midst of the busy season. When I came here last November my first step was to present the claims of the work to the Ministerial Union, and a cordial response was given.

The knowledge I have of the operations of seamen's work in other ports leads me to the conviction that though the Bethel and Institute should be under one management, yet there must be a man in the Institute adapted to such work, to live on the premises; whose duty it would be to care for the rooms and the chapel, assist in the sailors' concerts, etc., preserve order among the men, distribute invitations, and solicit funds on board ship. This would require the entire time of one man, and doubtless the right man could make ship canvass a financial success.

My aim as chaplain has been to present the claims of the Portland Seamen's Friend Society in some church every Sabbath morning. Each Sabbath afternoon I conduct a short service in the concert hall of the Institute after an afternoon Bible class. At 7.30 we commence regular divine service, and at 8.30 an open conference and prayer service is held which closes the work of the day.

It is gratifying to report that wherever it has been my privilege to speak to the various congregations of the town, a cheerful response has been made to our appeal. I ask the churches to give an annual collection, I ask for a few consecrated ladies and gentlemen to assist on Sunday and Wednesday evenings, and I ask help for our week-night concerts, and I ask for their prayers. A portion of my time is absorbed in planning with church committees for systematic help. My aim is for the highest spiritual good of the men, otherwise I sacrifice the dignity of my calling and weaken my personal influence among them. By the kind assistance of Mr. WM. BALLIS, Mrs. BRATTEN, Miss SCOTT and others the concerts have been successfully conducted. The large room in the Institute which has lately been fitted up for concerts and socials has good seating capacity, yet on several occasions it has been filled to its utmost extent.

The billiard table, checkers, dominoes, piano, daily papers and magazines, are all well patronized and enjoyed.

Number of services held in chapel, 58; average number of seamen attending Institute, 40; average number of seamen attending chapel, 26; number of seamen who rose for prayers or became members

of the Endeavor Society, 49; number of deaths, 2, FRANK PESKETT, of the ship *Machrihanish*, killed by a truck load of lumber falling upon him, and A. FONSECA, an Italian, who died of typhoid fever at the Good Samaritan Hospital. Mr. FLETCHER has supplied each outbound ship with reading matter and comfort bags provided by some interested ladies. This branch of seamen's work deserves great commendation, for these little things are highly appreciated.

Rev. A. ROBINSON writes on May 1:

Number of American deep-water ships, &c., in port since last statement, 16, all others, 1; religious services held in chapel, 26, in hospital, 8, elsewhere, 13; average attendance of seamen at each religious service, 26, of others, 35 to 50; religious visits to hospitals, 8, on ships, &c., 45; a number of comfort bags with Testament, etc., distributed, and one bundle of papers to each ship.

Washington.

SEATTLE.

Rev. THOS. REES writes on May 3:

Sailors have been on the increase, especially men-of-war's men; one gave his heart to God the last night of the month, and several of them are under deep conviction. There have been five conversions for the month. I visited Port Blakely once, there were fourteen ships there and large meetings. There have been two steamers here of the Japanese line, full both ways. They are a large help to the city.

Number of American ships, &c., in port since last statement, 10, all others, 4; religious services held in chapel, 54, elsewhere, 3; average attendance of seamen at religious services, 7, of others, 27; religious visits made to hospitals, 5, on ships, &c., 32, in boarding-houses, 7; tracts, &c., distributed, 128.

Book Notice.

THE PORT OF MISSING SHIPS, and other Stories of the Sea. By John R. Spears. New York. Macmillan & Co. \$1.25.

These three stories are told by one who evidently knows the sea in its various moods, and sailors' ways and talk, and ships in storm and calm. His characters are well drawn, and their colloquies

are true to life. Even on a sleepy summer afternoon the reader of these racy tales will be sure to keep awake. The colloquies, we have said, are true to life; they are true to a large segment of sailor life, no doubt, under the circumstances due to the author's invention; but there is another segment in which the profanity would not be true to life. We knew a sea captain who sailed for fifty years, and who did not once use tobacco, oaths or liquor. Writers of sea stories seem constrained to make sailors drink, swear, chew and fight. The constraint is due to a partial view of life on shipboard.

The Planets for July, 1897.

There will be an eclipse of the SUN July 29, visible in New York as a partial eclipse; beginning shortly before 9 a.m., ending about 11.15. The eclipse will be annular for a narrow path running through Tampico, Havana, St. Thomas, and Cape St. Roque.

MERCURY will not be visible.

VENUS will continue to be a fine object before sunrise; farthest from the Sun July 7.

MARS will be visible only in the early evening, and will not be conspicuous.

JUPITER will be visible in the northwest in the early evening, but is getting near the Sun.

SATURN will be visible in the south the whole evening.

NEPTUNE (invisible to the naked eye) will be about $1\frac{1}{2}^{\circ}$ south of Venus on July 28.

Princeton.

T. R.

Sailors' Home, New York.

190 CHERRY STREET.

Reported by F. Alexander, Lessee, for the month of

MAY, 1897.

Total arrivals..... 114

Receipts for May, 1897.

NEW HAMPSHIRE.

Hanover, Mrs. Susan A. Brown, for library..... \$ 20 00

VERMONT.

Springfield, a friend..... 1 00

MASSACHUSETTS.

Great Barrington. First Congregational Church 15 62

Groton, Mrs. Miles Spaulding, for aid to destitute seamen 10 00

Springfield, The Memorial Sunday School, classes of Miss M. W. Allis and Mr. C. S. Hurlbut, Jr., for library..... 20 00

Uxbridge, received on account of bequest of Mrs. Sarah B. Ellis, late of Uxbridge, per W. W. Thayer, administrator..... 500 00

Wilbraham, First Congregational Church, for library..... 20 00

RHODE ISLAND.

Providence, received on account of legacy of Pallas S. Wheeler, late of Providence, per John W. Danielson and Henry R. Davis, executors..... 1,000 00

CONNECTICUT.

Southport, Congregational Church, balance to constitute Mrs. Henry W. Banks and John Everett Matson, Life Members..... 41 25

NEW YORK.

Chazy, M. A. Mygatt..... 5 00

Keeseville, Congregational Sunday School 3 11

New York City, Madison Square Presbyterian Church, of which Arthur C. James, \$50..... 173 43

Miss Helena P. Bulkley, for the Helena P. Bulkley Fund Libraries..... 100 00

Income from Anonymous Endowment, for two libraries 40 00

E. H. R. Lyman 25 00

Arnold, Constable & Co..... 25 00

G. G. Williams..... 20 00

Collections on steamers of the International Navigation Co.'s lines, per H. G. Phillips, cashier..... 20 20

Wm. M. Everts..... 10 00

J. H. Lane & Co 10 00

The Misses Louisa and Eliza A. Dean of First Reformed Episcopal Church..... 10 00

NEW JERSEY.

Newark, bequest of Mary Augusta Livingston, late of Newark, N. J., widow of Rear Admiral John W. Livingston, per Chas. A. Peabody and Frederick W. Stevens, executors 5,000 00

FLORIDA.

Lake Helen, Capt. Stephen P. Blake, for library in memory of his wife, Abby T. Blake..... 20 00

WISCONSIN.

Muscoda, bequest of Mrs. Susan C. Black, late of Muscoda, per James A. Black, executor..... 100 00

\$7,189 66

AMERICAN SEAMEN'S FRIEND SOCIETY'S

REPORT OF NEW LOAN LIBRARIES

SHIPPED IN MARCH, APRIL AND MAY, 1897.

The whole number of new Loan Libraries sent to sea from the Rooms of the American Seamen's Friend Society at New York and at Boston, Mass., from 1858-9, to April 1, 1897, was 10,379; and the reshipments of the same for the same period were 12,141; the total shipments aggregating 22,520. The number of volumes in these libraries was 553,685, and they were accessible, by shipment and reshipment, to 395,037 men. Ten hundred and twenty-three libraries, with 36,985 volumes, were placed upon vessels in the United States Navy, and in Naval Hospitals, and were accessible to 118,240 men. One hundred and fifty-four libraries were placed in one hundred and fifty-four Stations of the United States Life Saving Service, containing 5,992 volumes, accessible to twelve hundred and sixty-five Keepers and Surfmen.

MARCH, 1897.

During March, 1897, ten new loan libraries were sent to sea from our Rooms. These were Nos. 10,370-10,379, inclusive. Assignments of these libraries have been made as follows:

<i>No of Library.</i>	<i>By whom furnished.</i>	<i>Where placed.</i>	<i>Bound for.</i>	<i>Men in Crew.</i>
10370..	Christian Endeavor Society of First Reformed Church of North Tarrytown, N. Y.....	Ship Howard D. Troop..	Japan.....	25
10371..	Congregational Church Sunday School of Rochester, N. H	" Paramita	Sydney.....	18
10372..	M. M. Stone, of New York City, as the Morningside Library No. 17.....	Bark Grace Deering....	Auckland.....	12
10373..	Mrs. Summer R. Stone, of New York City	Ship Jabez Howes.....	San Francisco....	18
10374..	Eliot Church of Lowell, Mass.....	" Norwood.....	Sydney.....	21
10375..	Congregational Church Sunday School of Stratford, Conn.....	" A. G. Ropes.....	San Francisco....	28
10376..	Congregational Church of Southport, Conn., to be named the "William W. Wakeman Library"	Bark Herbert Fuller....	Port Natal.	12

AMERICAN SEAMEN'S FRIEND SOCIETY'S

<i>No. of Library.</i>	<i>By whom furnished.</i>	<i>Where placed.</i>	<i>Bound for.</i>	<i>Men in Crew.</i>
10377..	Fifth Avenue Presbyterian Church Sunday School of New York City.....	Ship S. D. Charlton.....	Shanghai.....	23
10378..	Lucy J. Pease, of New Britain, Conn..	Bark Spartan.....	Auckland.....	13
10379..	Junior Christian Endeavor Society of Congregational Church of Montclair, N. J.....	" Evie Reed.....	Cape Town.....	12

APRIL, 1897.

During April, 1897, eleven new loan libraries were sent to sea from our Rooms. These were Nos. 10,380-10,390, inclusive. Assignments of these libraries have been made as follows :

<i>No. of Library.</i>	<i>By whom furnished.</i>	<i>Where placed.</i>	<i>Bound for.</i>	<i>Men in Crew.</i>
10380..	Mrs. Elbert B. Monroe, of Tarrytown, N. Y., as the Frederick Marquand Monroe Library.....	Bark E. A. O'Brein.....	Brisbane.....	14
10381..	" " " " " "	" Levuka.....	Rio Janeiro.....	18
10382..	" " " " " "	" Hamburk.....	Fremantle.....	20
10383..	Boys' Life Boat Society of First Presbyterian Church of Brooklyn, N. Y.....	Ship Isaac Reed.....	Hong Kong.....	21
10384..	South Church Sunday School of New Britain, Conn.....	" Eskasoni.....	Shanghai.....	22
10385..	William A. Pearson's class in First Presbyterian Church Sunday School of Schenectady, N. Y.....	Bark Strathisla... ..	Macassar.....	18
10386..	Miss M. L. Ackerman, of New York City.....	Ship Sam. Skolfield....	Java.....	24
10387..	" " " " " "	" Glooscap.....	Sydney.....	26
10388..	Dr. E. P. Hoyt, of New York City.....	" Cyrus Wakefield... ..	San Francisco.....	28
10389..	First Presbyterian Church Sunday School of Troy, N. Y.....	Bark Calburga.....	Padang.....	18
10390..	Rev. E. R. Atwater, of Brooklyn, N. Y., in memory of his wife.....	" W. B. Flint.....	Port Natal.....	14

MAY, 1897.

During May, 1897, nine new loan libraries were sent to sea from our Rooms. These were Nos. 10,391-10,399, inclusive. Assignments of these libraries have been made as follows :

<i>No. of Library.</i>	<i>By whom furnished.</i>	<i>Where placed.</i>	<i>Bound for.</i>	<i>Men in Crew.</i>
10391..	Eliza Andrews Bulkley, of Southport, Conn., for the "George Bulkley Library No. 10".....	Bark Bristol.....	Port Elizabeth....	18

QUARTERLY LOAN LIBRARY REPORT.

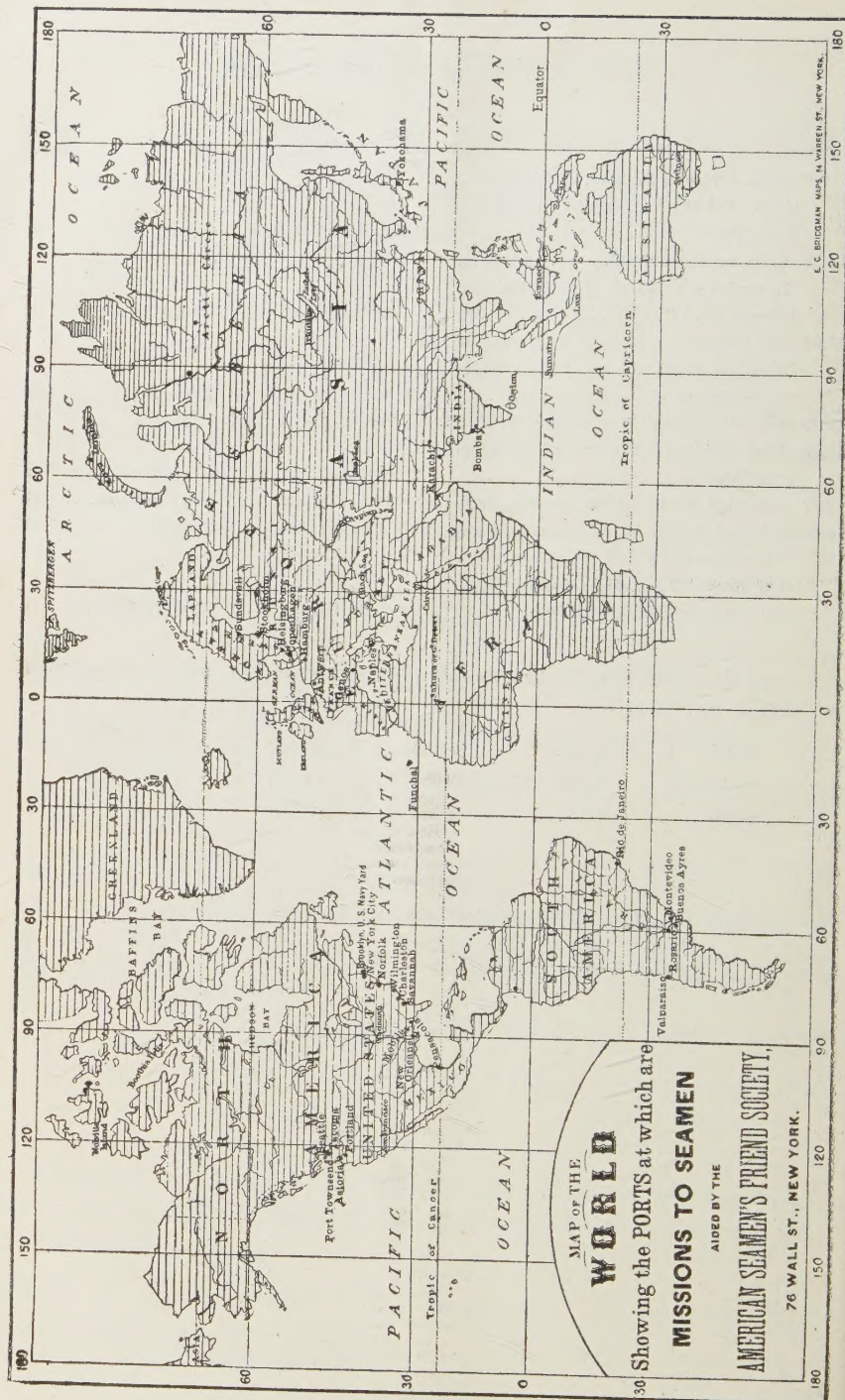
<i>No. of Library.</i>	<i>By whom furnished.</i>	<i>Where placed.</i>	<i>Bound for.</i>	<i>Men in Crew.</i>
10392..	Eliza Andrews Bulkley, of Southport, Conn., for the "Elizabeth Bulkley Library No. 10".....	Ship Walter H. Wilson..	Java.....	32
10393..	Eliza Andrews Bulkley, of Southport, Conn., for the "James Eleazar Bulkley Library No. 3".....	" Belle of Bath.....	Hong Kong.....	21
10394 .	The Misses C. L. and C. H. Smith, of Brooklyn, N. Y., for the "Alice Sherwood Library".....	Bark Strathern	Saigon.....	18
10395 .	Mrs. R. P. Buck, of Brooklyn, N. Y....	Ship New York.....	Shanghai.....	22
10396..	Miss Annie L. Whitin, of Whitinsville, Mass	" L. Scheff.....	Hong Kong.....	26
10397..	Arthur F. Whitin, of Whitinsville, Mass.	" Wm. J. Rotch	San Francisco.....	22
10398 .	Edward Whitin, of Whitinsville, Mass.	Bark Herbert Black....	South America....	12
10399..	The classes of Miss M. W. Allis and Mr. C. S. Hurlbut, Jr., of the Memorial Sunday School of Springfield, Mass.....	Ship S. P. Hitchcock....	San Francisco.....	29

During May, 1897, fourteen loan libraries, previously sent out, were reshipped from our Rooms, as follows:

8,929	9,342	9,882	10,003	10,067
9,063	9,823	9,953	10,007	10,272
9,091	9,850	9,960	10,060	

SUMMARY.

<i>New libraries issued in March, 1897—10</i>	<i>Libraries reshipped in March, 1897—11</i>
" " April, " —11	" " April, " —13
" " May, " —9	" " May, " —14
30	38



INFORMATION FOR SEAMEN.

LIST OF CHAPLAINS, MISSIONARIES, Etc., AIDED BY THIS SOCIETY.

SWEDEN, Helsingborg.....	Rev. N. P. Wahlstedt.
" Stockholm.....	J. T. Hedstrom.
" Sundsvall.....	Rev. E. Eriksson.
Gottenborg.....	Christian Nielsen.
DENMARK, Copenhagen.....	Rev. A. Wollesen.
GERMANY, Hamburg.....	British & American Sailors' Inst., H. M. Sharpe.
BELGIUM, Antwerp.....	Antwerp Seamen's Friend Society, Rev. J. Adams.
ITALY, Genoa.....	Genoa Harbor Mission, Rev. Donald Miller.
" Naples.....	Naples Harbor Mission, Rev. T. Johnstone Irving.
INDIA, Bombay.....	Seamen's Rest, F. Wood, Superintendent.
" Karachi.....	W. H. Dowling.
JAPAN, Yokohama.....	Rev. W. T. Austen.
" Kobe.....	J. M. Harmon.
" Nagasaki.....	
CHILE, Valparaiso.....	Rev. Frank Thompson.
ARGENTINE REPUBLIC, Buenos Ayres.....	Buenos Ayres Sailors' Home & Miss., Rev. G. P. Howland.
" Rosario.....	Rosario Sailors' Home & Mission, George Nye.
REPUBLIC OF URUGUAY, Montevideo.....	Montevideo Sailors' Home & Mission.
MADEIRA, Funchal.....	Mission to Sailors & Sailors' Rest, Wm. Geo. Smart.
GLOUCESTER, MASS.....	Gloucester Fishermen's Inst., Rev. E. C. Charlton.
CONNECTICUT, New Haven.....	Woman's Sea. Friend Soc'y of Connecticut, Rev. [John O. Bergh.
NEW YORK, New York City.....	Capt. Wm. Dollar.
" Brooklyn, U. S. Navy Yard.....	J. M. Wood.
VIRGINIA, Norfolk.....	Norfolk Port Society, Rev. J. B. Merritt.
NORTH CAROLINA, Wilmington.....	Wilmington Port Society, Rev. Jas. Carmichael.
SOUTH CAROLINA, Charleston.....	Charleston Port Society, Rev. C. E. Chichester.
FLORIDA, Pensacola.....	Pensacola Port Society, Henry C. Cushman.
GEORGIA, Savannah.....	Savannah Port Society, H. Iverson.
ALABAMA, Mobile.....	Mobile Port Society, Rev. R. A. Mickle.
LOUISIANA, New Orleans.....	New Orleans Port Society, Rev. R. E. Steele.
OREGON, Portland.....	Portland Seamen's Friend Soc'y, Rev. A. Robinson.
" Astoria.....	Rev. J. McCormack.
WASHINGTON, Tacoma.....	Tacoma Seamen's Friend Soc'y, Rev. R. S. Stubbs.
" Seattle.....	Seattle Seamen's Friend Society, Rev. Thos. Rees.
" Port Townsend.....	Pt. Townsend Sea. Friend Society, C. L. Terry.

Directory of Sailors' Homes and Private Boarding Houses.

Location.	Established by	Keepers.
PORTSMOUTH, N. H., No. 104 Market St	Seamen's Aid Society.....	James F. Slaughter.
BOSTON, MASS., N. Sq., Mariners' House	Boston Seamen's Aid Soc'y	Capt. J. P. Hatch.
" Sailors' Christian Home.....	Lad. Beth. Soc., N. Bennet St.	George Smith.
" Charlestown, 46 Water St	Epis. City Mission.....	John Allen, Supt.
" East Boston, 120 Marginal St.	" " " " " "	James M. Battles, Supt.
NEW BEDFORD, MASS., 14 Bethel Court.	Ladies' Br. N. B. P. S.....	E. Williams.
NEW YORK, N. Y., 190 Cherry Street..	Amer. Sea. Friend Society.	F. Alexander, Lessee.
" 52 Market St.....	Epis. Miss. Soc. for Seamen	H. Smith.
BROOKLYN, N. Y., 172 Carroll St.....	Scandinavian Sailors' Home.	Capt. C. Ullenars, Supt.
" 112 First Place.....	Finnish Luth. Sea. Home.	
PHILADELPHIA, Pa., 422 South Front St	Penn. " " " " " "	Capt. R. S. Lippincott.
BALTIMORE, Md., 418 South Ann Street	" " " " " "	Miss Ellen Brown
" 1737 Thames St.....	Port Miss., Woman's Aux'y	Capt. J. C. Abbott, Supt
WILMINGTON, N. C., Front & Dock Sts.	Wilmington Port Society...	Miss Aisquith, Matron.
CHARLESTON, S. C., 44 Market St.....	Ladies' Sea. Friend Society	
MOBILE, Ala.....	Ladies' Sea. Fr'nd Society.	Capt. H. G. Cordes.
NEW ORLEANS, La.....	N. O. Sea. Friend Society...	
SAN FRANCISCO, Cal.....	S. F. Sea. Friend Soc'y...	Halvor Iverson.
PORTLAND, Ore.....	Portland Sea. Fr'nd Soc'y	Capt. Melvin Staples.
NEW HAVEN, Conn.....	Ladies' Sea. Friend Society	Rev. J. O. Bergh, Supt

MARINERS' CHURCHES.

Location.	Aided by	Missionaries.
PORTLAND, ME., Fort St., n. Custom H.	Portland Sea. Fr'nd Soc'y..	Rev. F. Southworth.
BOSTON, MASS., 332 Hanover St.....	Baptist Bethel Society.....	" Walter J. Swaffield
" Bethel, 287 Hanover St.....	Boston Sea. Friend Soc'y..	" S. S. Nickerson.
" East Boston Bethel.....	Methodist.....	" L. B. Bates.
GLOUCESTER, MASS., 6 Duncan St.....	Gloucester Fish'men's Inst.	" E. C. Charlton.
NEW BEDFORD, MASS.....	New Bedford Port Society.	" E. Williams.
NEW HAVEN, Conn. Bethel, 61 Water.	Woman's Sea. Friend Soc'y	" John O. Bergh.
NEW YORK, N. Y. Catharine c. Madison	New York Port Society.....	" Samuel Boulton.
" 128 Charlton Street.....	" W. S. Branch	Mr. John McCormack.
" 34 Pike Street, E. R.....	Episcopal Miss. Society.....	Rev. A. R. Mansfield.
" 665 Washington Street.....	The Sea. Christian Ass'n...	
" No. 341 West Street, N. R.....	Episcopal Miss. Society....	" W. A. A. Gardiner.
" 21 Coenties Slip.....	" " " " " "	" Isaac Maguire.
" 53 Beaver St.....	Finnish Lutheran Sea. Ch.	" V. K. Dorchman.
BROOKLYN, N. Y., U. S. Navy Yard...	Am. Sea. Friend Society...	Mr. J. M. Wood.
" 31 Atlantic Avenue.....	New York Port Society....	
" 193 9th Street, near 3rd Avenue..	Dan. Ev. Luth. Sea. Miss'n.	Rev. R. Andersen.
" Erie Basin.....	Episcopal Miss. Society....	" Isaac Maguire.
Scandinavian Seamen's Church,		
William St., near Richard St....	Nor. Luth. Sea. Mission....	" Jakob Bo.
PHILADELPHIA, Pa., c. Front & Union.	Presbyterian.....	" H. F. Lee.
" N. W. cor. Front and Queen Sts..	Episcopal.....	" Francis W. Burch.
" Front Street, above Navy Yard...	Baptist.....	
" Washington Ave. and Third St...	Methodist.....	" W. Downey.
" Port Missionary, 1420 Chestnut St.	" " " " " "	" E. N. Harris.
BALTIMORE, Md., Aliceanna & Bethel Sts	Seamen's Un. Bethel Soc'y.	" G. W. Heyde.
" No. 815 S. Broadway.....	Port Mission.....	Mr. Kirby S. Willis.
NORFOLK, Va., Water St., near Madison	Norfolk Sea. Fr'nd Soc'y..	Rev. J. B. Merritt.
WILMINGTON, N. C.....	Wilmington Port Society...	" J. Carmichael, D.D.
CHARLESTON, S. C., 44 & 46 Market St..	Charleston Port Society....	" C. E. Chichester.
SAVANNAH, Ga.....	Amer. Sea. Friend Soc'y..	" H. Iverson.
PENSACOLA, Fla.....	" " " " " "	Mr. Henry C. Cushman.
MOBILE Ala., Church St., near Water	" " " " " "	Rev. R. A. Mickle.
NEW ORLEANS, La., Fulton & Jackson.	Presbyterian.....	" R. E. Steele.
SAN FRANCISCO, Cal.....	San Francisco Port Society	" J. Rowell.
PORTLAND, Ore.....	Amer. Sea. Friend Soc'y...	" A. Robinson.

AMERICAN SEAMEN'S FRIEND SOCIETY,

76 Wall Street, New York.

ORGANIZED, MAY, 1828—INCORPORATED, APRIL, 1833.

JAMES W. ELWELL, *President*,

CHAS. A. STODDARD, D.D., *Vice-President*.

W. C. STITT, D.D., *Secretary*.

WILLIAM C. STURGES, *Treasurer*.

BOARD OF TRUSTEES.

EDWARD B. COE, D.D., LL.D.,
42 West 52nd Street, New York.

ENOS N. TAFT,
76 Wall Street, New York.

JAMES W. ELWELL,
47 South Street, New York.

W. IRVING COMES,
59 William Street, New York.

ELBERT A. BRINCKERHOFF,
109 Duane Street, New York.

CHARLES K. WALLACE,
52 Broadway, New York.

A. G. VERMILYE, D.D.,
Englewood, N. J.

JOHN DWIGHT,
63 Wall Street, New York.

SAMUEL ROWLAND,
47 Water Street, New York.

FREDERICK STURGES,
76 Wall Street, New York.

GEORGE BELL,
68 South Street, New York.

WILLIAM C. STURGES,
76 Wall Street, New York.

DAVID GILLESPIE,
Morristown, N. J.

CHAS. CUTHBERT HALL, D.D.,
128 Henry Street, Brooklyn, N. Y.

EDGAR L. MARSTON,
33 Wall Street, New York.

CHAS. A. STODDARD, D.D.,
156 Fifth Avenue, New York.

WM. E. STIGER,
155 Broadway, New York.

DANIEL BARNES,
76 Wall Street, New York.

A. GIFFORD AGNEW,
23 West 39th Street, New York.

W. HALL ROPES,
76 Wall Street, New York.

NORMAN FOX, D.D.,
Morristown, N. J.

JOHN E. LEECH,
94 Remsen Street, Brooklyn, N. Y.

OBJECTS OF THE SOCIETY.

ARTICLE II. (of the Constitution).—"The object of this Society shall be to improve the social and moral condition of seamen, by uniting the efforts of the wise and good in their behalf; by promoting in every port Boarding Houses of good character, Savings' Banks, Register offices, Libraries, Museums, Reading Rooms, and Schools; and also the ministrations of the Gospel, and other religious blessings."

CHAPLAINS.—In addition to its chaplaincies in the United States, the Society has stations in JAPAN, CHILE, S. A., the MADEIRA ISLANDS, ICELAND, SWEDEN, NORWAY, DENMARK, GERMANY, HOLLAND, BELGIUM, FRANCE, ITALY, and INDIA. A list of the chaplains, who will always be ready to befriend the sailor, is given on the preceding page.

LOAN LIBRARIES.—An important part of the Society's work, and one greatly blessed of God to the good of seamen, is that of placing on board ships going to sea, libraries composed of carefully selected, instructive, and entertaining books, put up in cases containing between thirty-five and forty volumes each, for the use of ships' officers and crews. The donor of each library is informed when and where it goes, and to whom it is entrusted; and whatever of interest is heard from it is communicated as far as possible. The whole number of new libraries sent out by the Society up to April 1, 1897, was 10,379. Calculating 12,141 reshipments, their 553,685 volumes have been accessible to more than 395,037 men. Hundreds of hopeful conversions at sea have been reported as traceable to this instrumentality. A large proportion of these libraries have been provided by special contributions from Sabbath-Schools. Twenty dollars furnishes a library.

THE SAILORS' HOME. No. 190 Cherry Street, New York, is the property of this Society, and is leased under careful, judicious restrictions. It is unsurpassed in comfort by any Sailors' Home in the world; its moral and religious influences cannot be fully estimated, but many seamen have there been led to Christ. Destitute, shipwrecked seamen are provided for at the HOME. A missionary of the Society resides in the HOME, and religious and temperance meetings are held daily. The Lessee receives and cares for the savings of his sailor guests and a large amount has thus been saved to seamen and their families.

A list of the Society's periodicals will be found on the second page of the cover of this MAGAZINE.